

# Hongkong Daily Press.

ESTABLISHED 1857.

GUINNESS' THE FINEST STOUT IN THE WORLD. "BOA'S HEAD" BOTTLING. Per case 8 dozen Pints \$24.00. 12 dozen Pints 3.00. SOLE AGENTS: PRICE & CO., 12, QUEEN'S ROAD.

HAVE YOU TRIED "CLUB." OUR STANDARD BLEND OF SCOTCH WHISKY \$14.00 PER DOZEN Sample on Application. H. PRICE & CO., 12, QUEEN'S ROAD.

No. 14,801 號壹零百八千四萬一第 日七十月九年壹十三緒光 HONGKONG, FRIDAY, SEPTEMBER 15TH, 1905. 五拜禮 號伍十月九年五零百九千一英清 香港 PRICE, \$3 PER MONTH.

**WATSON'S HOUSEHOLD AMMONIA**  
FOR THE BATH, TOILET AND HOUSEHOLD.  
An Elegant Preparation. Delicately Perfumed. Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

**A. S. WATSON & CO. LIMITED.**  
HE HONGKONG DISPENSARY.  
[a1342]

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**"SPECIAL BLEND" WHISKY**  
A Blend of Selected Distillations of the Finest Scotch Whiskies.  
\$10.50 Per Case.  
Apply to  
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**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
\$4.50 per Cask 375 lbs. net ex Factory.  
\$2.70 per bag 250 lbs. net ex Factory.  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, 1st March, 1905. [a1412]

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**GEO. FENWICK & CO., LD., Engineers &c.**, are open to receive OFFERS FOR THE PURCHASE OF THEIR WANCHAI PROPERTY, comprising portions of Marine Lots Nos. 31 and 36; approximate area 43,000 square feet.  
For further particulars apply to the Company.  
Hongkong, 12th July, 1905. [133]

**DR. M. H. CHAUN.**

**THE latest Method of the AMERICAN SYSTEM of DENTISTRY.**  
37, DES VŒUX ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1905. [2056]

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**SURGEON DENTIST.**  
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TERMS VERY MODERATE.  
Consultation Free.  
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**GRANITE AND MARBLE MERCHANTS.**  
EXPORTERS AND CONTRACTORS.  
Sole Agents of  
**QUAN TAI & CO., Lime Manufacturers.**  
All descriptions of  
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Dealers in  
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Prices & Estimates on Application.  
No. 1, QUEEN'S ROAD EAST.  
Hongkong, 17th January, 1905. [1692]

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**CALIBRE 7.63 m.m.**  
WITH CHAMBER FOR 10 CARTRIDGES  
FIRING 10 SHOTS IN 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 3rd October, 1900. [52]

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NAVY BOILED  
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RELIANCE CROWN  
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PLATED GLASS AND CROCKERY  
WARE, &c., &c.; and FOOCHOW  
LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [222]

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**HAIG & HAIG, LD., DISTILLERS SINCE 1679.**  
3 Star, SPECIAL—The finest of all "Fog" WHISKIES at ... \$13.00  
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.50  
Stop drinking rank, Smoky Stuff, because "it comes through the Soda."  
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavour.  
Once tried, preferred to all others. Sole Agents for Hongkong.  
1298 **F. BLACKHEAD & Co.**

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**NEW STORE**  
IN CHATER ROAD AND ICE HOUSE STREET.  
ENTRANCE IN ICE HOUSE STREET.

**LANE, CRAWFORD & CO.**

Hongkong, 5th September, 1905. [a36]

**THE LAHMEYER ELECTRICAL CO., LD.,**  
LONDON,  
AND  
**ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.**  
**W. LAHMEYER & CO., FRANKFURT A/M.**

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—  
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FITTED WITH ELECTRIC LIGHT AND FAN  
AT THE DISPOSAL OF AMATEURS.

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**PHOTO GOODS STORE,**  
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Premises formerly occupied by Mr. FR. BLONCK, Silk Lace Manufacturer.  
NEXT DOOR to our FORMER ADDRESS.  
Hongkong, 15th August, 1904. [a39]

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**DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS AND RESIDENTS.**  
BILLIARDS AND BOWLING. LAWN AND GARDENS.  
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## CHAMPAGNE BITTERS.

NOT A STIMULANT, BUT A RESTORATIVE NERVE-TONIC FOR ALL COMPLAINTS ARISING FROM DEPRESSED VITALITY.  
FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.  
ALL CLUB AND HOTEL BARS KEEP IT.

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**CHEMISTS AND DRUGGISTS,**  
AND  
**AERATED WATER MANUFACTURERS.**  
(Crown Brand)  
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GRAND FORMAT	Per Tin of 50	\$1.75
GOLD TIPPED	" " 50	1.60
STAR OF INDIA	" " 100	2.75
PRINCESS	" " 100	2.20

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Hongkong, 7th September, 1905.

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WINE & SPIRIT MERCHANTS.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

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BRANDY * * * *	\$22.50
" * * *	20.00
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WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" G. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
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" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

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No. 38, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA.  
DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.  
ALL NEW GOODS IN STOCK.  
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.  
Hongkong, 27th May, 1905. [a1299]

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LONDON BRANCH—34, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

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Pall Mall Holiday Number	0.40	CRICKET BATS, BALLS, STUMPS, GAUNTLETS, LEG GUARDS, &c.	
Electric Ship Lighting, by Urquhart	0.25	Foot-Balls, SHIN GUARDS, INFLATORS, &c.	
Useful Tables for Scholars, by Williams	5.90		
Practical Electricity, by Ayrton	5.90		
A Manual of Practical Mathematics, by Castle	2.70		
Physics and Chemistry of Mining, by Byron	3.90		
Engineer's Turning, by J. Horner	7.50		
Tokio Through Manchuria, by Seaman	3.90		
The Man Roosevelt, by Lepp	0.90	ROYAL IRISH LINEN NOTE PAPER, AND MANY OTHER VARIETIES.	[a35]
Athletics of To-day, by Graham	0.80		
Collins' Graphic English Dictionary	3.60		

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THE LEADING MINERAL WATER OF THE EAST.

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Hongkong, 16th August, 1905.

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Private Bar and Billiard Rooms for Hotel residents.  
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Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES, Acting Manager. 471

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A HIGH CLASS PRIVATE HOTEL

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the MANAGER.  
Hongkong, 24th July, 1905. [a1729]

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A FIRST CLASS HOTEL Situated near the Banks and Principal Offices.  
Excellent Cuisine and Wines.  
Large and lofty Rooms, elegantly furnished.  
Hydraulic Elevator, hot and cold water throughout.  
Special Rates for Tourists.  
Laundry Service for Guests.  
For Terms, apply to the MANAGER.  
Hongkong, 31st October, 1902. [a4]

## CARLTON HOUSE

HOTELS,  
No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the Club Eminent and the Waverley Hotel have been thoroughly renovated and furnished in excellent style as Private Family Hotels.  
Cool Rooms, Comfort of Residents, and the Cuisine a specialty.  
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THE MANAGER.  
Hongkong, 7th October, 1904. [94]

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MACAO.

HAS been reopened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home.  
A most pleasant retreat for those desirous of a few days rest and quiet.  
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.  
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For Terms, apply  
THE MANAGER. [a241]

## VICTORIA HOTEL.

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On the British Concession.

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In the Centre of the Praya Grande.

Both Hotels under experienced European Management.

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WM. FARMER, Proprietor. [a2035]

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Any Order Promptly Attended To.

Hongkong, 12th January, 1905.



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PURITY.ENGLISH  
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Manage our Factories, and their practical knowledge and constant supervision enables us to produce waters of unrivalled excellence and purity.

A. S. WATSON & CO.  
LIMITED.

Chemists by Appointment to H. E. the Governor.

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## NOTICE TO CORRESPONDENTS.

Our communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of *THE HONGKONG DAILY PRESS* should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.S.W. 5th Ed. Libby's P.O. Box, 33. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VŒUX ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, SEPTEMBER 15TH, 1905.

THE *Singapore Free Press* says:—"Singapore amateur horticulturists will learn with some wonder that it has been left to H.E. SIR MATTHEW NATHAN, Governor of Hongkong, to take the initiative, after a lapse of many years, in promoting the holding of a flower-show in that Colony. A small committee of persons interested in the subject has been selected, with Sir FRANCIS PRAGG as chairman. The last public flower show in Hongkong appears to have been held so far back as 1888." Grateful as we are to HIS EXCELLENCY for the part he has taken, we must point out that the wording of the paragraph quoted robs us of the credit of the initiative to which we are fairly entitled. When so few officials are willing even to consider suggestions, it is gratifying to know, however, that we have a Governor who notices everything in the way of suggestive comment, irrespective of its source. On August 30th, last year, under the heading "Horticulture at Hongkong," we wrote an article which concluded as follows:—

"Silently, one by one, in the infinite meadows of heaven, Blossomed the lovely stars, the 'forget-me-nots' of the angels."

Silently, one by one, the terraces and corners of Hongkong could be made to shine below like the stars in that pretty clump of Long-fellow's, and that with no more fuss or trouble than the flourishing of budding on festival occasions. How is it that there is no Hongkong Floral or Horticultural Society? The daily spectacle of the Flower Market in a side-street cannot be considered as ample or adequate gratification of the aesthetic sense that the Hong-long dweller assuredly possesses. The tree-peonies and the lotus, the almond blossom and the poplar shrubs affected by the natives cannot fill the places of the Home favourites. If the flower sellers can successfully rear foreign blooms for home, may our own folk not manage them for love? A local flower show might do much to foster enthusiasm, and enrich the flora of Hongkong, just as the Royal Horticultural Society at Home has done so much to

revive the cult and culture of the English rose. It is not sufficient to write a cheque and have a gardener and his coolies exercise his taste in the environment of the foreigner. When the foreigner and his lady, and their children, also learn how much it means to make personal friends of the growing things about their door, there will be no necessity to tempt them with the mild excitement of neighbourly rivalry. A new and absorbing interest will have come to vanquish boredom, and relieve the tedium of daily work. In the meantime, a local horticultural society seems a means to an end. Are there none sufficiently interested to make a move? Our columns are open to comment; we should be glad to encourage any movement in such a direction.

No comments were forthcoming, and we concluded that Hongkong folk must be apathetic towards "the girl children of the gardener's nursery." HIS EXCELLENCY had noted the unofficial suggestion, however; and in the midst of much other and perhaps more materially important business, he found time to make enquiries as to the how and why of the lack thus indicated. The Botanical and Afforestation department officials were not, apparently, disposed to admit that we could possibly be right about the tree-cutting; their official attitude towards newspapers being akin to that of the scriptural sceptics who asked how anything good could come from Nazareth. Yet the result was that the expert advice they were constrained to get from India justified our earnestly expressed opinions; and the Vandals, if not stopped, has been considerably diminished. Rainfall, health, and scenic beauty are to count for something besides mere revenue hunting. We should be loth to think or suggest that the Department viewed the promotion of the flower show with any such lack of sympathy; and, indeed, gladly take it for granted that they are not only "sufficiently interested to make a move," but that they are sufficiently in love with the aesthetic side of their work to move with enthusiasm and purpose. Hailing with all pleasure, then, the active interest of HIS EXCELLENCY, and the loyal co-operation of the Department, we have still to recognise that more is needed. The people for whose pleasure and benefit the movement is aimed must, if the show next February is to inaugurate a series of successful ones, show more than a merely tolerant approval. As we suggested in August twelve months ago, it is desirable that more amateur gardeners should be encouraged; and the list of competition classes as published is partly directed that way. We would have liked to see a potential competition confined to those who do not employ gardeners; and better still, a competition for juvenile exhibitors. Every man to his taste, of course; and we confess to a lack of enthusiasm in the matter of offering prizes to Chinese market gardeners only. These men compete for prizes every day, the prizes of the market which are good prices and good profits; and we do not quite see what object is to be gained. In an extensive experience of such exhibitions, we remember no previous instance of requiring such big exhibits of potatoes and peas. Twelve pods of peas, or twenty at most, is ample; while the exaction of 25 potatoes from each exhibitor will not make the judge's task any easier. It is also unusual to require so many. We hope for the best; but we fear that this first flower show has been decided and arranged with less deliberation and discussion than we should have liked to see. There is still time to add the amateur and juvenile classes to the list, if thought desirable. Another reflection that occurs to us is this, while it is very nice to have a Government Department taking all the trouble and bearing all the expense, it encourages the public laziness and indifference. With the most informal of invitations through the Press, private donors would have been glad to offer as many prizes as any flower show committee could need. In this way also, valuable suggestions are forthcoming, as when a gentleman offers a handsome prize for a window or verandah-box of flowers tended throughout by child horticulturists. It would also increase the public interest in the show, and in the culture of flowers, and in the beauty of Hongkong—all of which are consummations devoutly to be wished.

The quarantine on Hongkong vessels entering Singapore is now withdrawn. President Loubet has bought a 25-h.p. Limousine motorcar, and engaged Henri Vassone, ex-champion cyclist, as his chauffeur. Yesterday Mr. G. P. Lamont, auctioneer, put up for auction sale the yacht *Curlew*, but as the highest bid did not reach the reserve, the vessel was withdrawn. The following telegraphic advices have been received by Messrs Benjamin, Kelly and Potts from Singapore.—The Raub crushing for the past four weeks produced 753 ounces smelted gold from 6,077 tons of stone.

Some of the English newspapers have made themselves laughing stocks by protesting at the "inhumanity" of the French military ride—a cross country test run of about 36 miles. It was a dog-bite to an Irish or north country hunt.

The following telegram from H.B.M. Consul, Bangkok, to the Colonial Secretary, Hongkong, dated 13th September, is sent for publication:—Medical inspection imposed on arrivals from Hongkong. Vessels must go quarantine station Kohphra.

The Attorney-General has declined to file an indictment against Private Detective P. S. Leobury, who was committed for trial on the charge of committing perjury before Mr. A. Sath, I.S.O., Registrar, in connection with a divorce case now pending in Edinburgh between T. A. Mitchell and Henrietta Mitchell, of Keshphra.

Up till now the efforts of the salvors under Mr. Jack, of Messrs. E. C. Wilks and Co., Hongkong, to take the French cruiser *Sully* from the rocks have not met with success. Considerable progress had been made with the work, the vessel having been raised about 12 feet, but this was undone by the recent typhoon. The salvage party are still hopeful of attaining the desired result, and they are now requiring the cruiser's bottom and blasting away the rocks on which she is resting. Fortunately the *Sully* escaped further damage by the typhoon.

The *Times of Ceylon* says:—At the instance of the Municipal Council, the Fort Police went the round of the mercantile offices, taking down the names of the various brokers employed there, with a view to prosecuting those who have no licenses from the Municipal Council and refuse to take out any. The brokers engaged by the various Fort offices do not hold licenses, and are not likely to turn out in to the Council. The Council have evidently not taken into account that the brokers engaged by the various firms are not brokers in the sense that the outside brokers are brokers, for they are merely assistants to the managers of the firms engaging their services, and work only for those firms and no others.

When the Shah was in Paris last year, he was accompanied by an official named Mahmoud Khan, who is not with him now. A French journalist, who remembered Mahmoud well, put some questions about him the other day to a member of the Shah's retinue (says the *Chronicle*). "What has become of Mahmoud Khan?" inquired the journalist. "He is dead, monsieur," was the answer. "Poor fellow! but surely he was young, and seemed to enjoy excellent health." "It was excellent," assented the Persian functionary. "Was he ill very long?" "No, monsieur. He was not ill at all. He died quite suddenly." "Indeed! How did it happen?" The Persian functionary explained (with a slightly embarrassed air): "He was not sympathetic to the Grand Vizier."

The *Times of Ceylon* says:—The case telegraphed to us from India of the shooting of a recruit who had run amok is the first we have noticed since the new order to shoot or kill such a man if further lives were in danger. This time there was only one other death—there might have been several under the old, less stern conditions which required the disarming of the "possessed" man. The telegram said:—A Sikh recruit of the 106th Fusiliers Regiment became frantic a day or two ago, and as a result he was put to punishment drill. Having possessed himself of hell ammunition he broke from the ranks while on parade, and, after running a short distance, turned and fired into the Regiment. A native officer ordered the man to lie down, and sent for an armed picket, which he ordered to follow the madman at a safe distance and bring him down. This was done, and the madman died from the wounds he received the same evening. The comrade he had hit also died.

## SIR JOHN KEANE.

The *Times of Ceylon* says:—We regret to learn that Sir John Keane, Bart., the Private Secretary to the Governor, who came here from Hongkong with HIS EXCELLENCY in December, 1903, will leave by the P. & O. *Victoria* on the 21st September for good. Sir John has had an unusual career in Ceylon, as will develop later, and has had the opportunity of gaining much useful knowledge on various local matters. His dissertation on "Formosa Oolongs" in the columns of the *Times of Ceylon* at a time when the planters here were "waiting to know" was highly valued. He has exhibited deep interest in our "buried cities," and has travelled in every district of the island and only last month represented the Governor at the "Coronation" of the Sultan of the Maldives. Captain the Hon. Myles Ponsonby, M.V.O., of the Grenadier Guards, came out from Home as A.D.C. to Sir Henry Blake, and we learn to-day that he, too, is leaving the island shortly. He expects, however, to return when the Governor does.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 14th at 9.30 a.m. The depression has reached the N. part of the Formosa Channel. It is moving N.W.

At 11.30 a.m. The barometer has fallen quickly to 29.75, and at Sharp Peak. Pressure is also giving way over the Philippines. The depression will probably enter the coast near Foochow.

Bad weather prevails in the N. part of the Formosa Channel. Fresh to moderate W. and S.W. winds are indicated over the N. part of the China Sea. Forecast:—Fresh to moderate W. and S.W. winds; fair.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## ILLNESS OF BARON KOMURA.

DEPARTURE POSTPONED.

London, 14th September.

Baron Komura is suffering from a serious attack of typhoid fever.

In consequence of his illness his departure for Japan has been postponed.

## EXCESSIVE RAINFALL IN THE PUNJAB.

London, 14th September.

An excessive rainfall is being experienced in the Punjab, one of the northern provinces of India.

## VESSEL SUNK IN THE SUEZ CANAL.

London, 14th September.

A vessel has sunk in the Suez Canal, and it is impossible to refloat her.

The Canal will probably be obstructed for three weeks.

It is feared that the vessel which has gone down is one of the Messageries Maritimes' fleet.

The Peninsula and Oriental mail steamer will forward on her mails, while the passengers will continue their journey overland.

[REUTERS' SERVICE.]

## THE SITUATION IN BAKU.

London, 12th September.

Despatches from Baku yesterday afternoon, state the situation is becoming worse every minute. The town is full of troops who have practically destroyed eight of the artillery quarters. Tartars and Kurds are still plundering the landed proprietors, and Prince Taitsovanoff has been assassinated at Gori, in the Tiflis district.

A conference of the leading Naphtha firms has been held, at which it was decided to memorialise the Tsar, and to refuse to attempt to resume the industry unless solid guarantees were given for adequate protection.

## LOSS OF A JAPANESE BATTLESHIP.

London, 12th September.

The Japanese battleship *Mikasa* caught fire and blew up. The casualties amount to 599.

## THE ST. LEGER.

London, 12th September.

Cicero has been scratched for the St. Leger.

## THE TROUBLE IN THE CAUCASUS.

London, 12th September.

Mounted Persian Kurds continue to join the Tartars in massacring the inhabitants and pillaging the Armenian villages with horrible atrocities.

## H.M. TSI AN'S PORTRAIT.

Mr. Hubert Vos has now completed the portrait of the Empress Dowager of China, upon which he has been engaged since June last. According to the *China Times*, the artist has been having sittings at the artistic hour of five a.m. until his work was done. Mr. Vos is a naturalised American citizen. The portrait of the Empress Dowager which was sent to the St. Louis Exhibition was painted by an American lady. Mr. Vos's portrait is stated to be a splendid picture and a beautiful work of art, though, as Her Majesty has followed the example of the English Queen Elizabeth, in allowing the artist to draw no lines on the face, the effect is that the portrait might be that of a Chinese lady anywhere between 20 and 40 years old. In spite, therefore, of the Chinese veneration for age, and their regard for any human form that is, as W. B. Gilbert says, "sufficiently decayed," it would appear that the amiable feminine weakness for retaining a youthful appearance by all possible means in spite of the records of the birthday book is not unknown in illustrious circles in China.—*Japan Chronicle*.

At about 7 o'clock last night the ringing of the firebell again called the brigade out, but their services were not required. The outbreak, which occurred in a shop at Queen's Road West near Eastern Street, was immediately quelled.

Some seventy Chinese will appear at the Police Court this morning as the result of a gambling raid made by Sergeant Garrod at the Navalyard Extension last night. One school was found under cover by the side of a matchbox, a second inside the shed, while a third had secret quarters under a boiler shed.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held at the Council Chamber yesterday afternoon.

There were present:—

HIS EXCELLENCY THE GOVERNOR, SIR MATTHEW NATHAN, K.C.M.G.  
Hon. Colonel C. H. DARLING, R.E. (General Officer Commanding the Troops).  
Hon. Mr. T. SERCOMBE SMITH (Colonial Secretary).  
Hon. Sir H. S. BENCKLEY, K.C. (Attorney-General).  
Hon. Mr. L. A. M. JOHNSTON (Colonial Treasurer).  
Hon. Mr. E. A. INYING (Registrar-General).  
Hon. Mr. BASIL H. TAYLOR, R.N. (Harbour Master).  
Hon. Mr. W. CHATHAM (Director of Public Works).

Hon. Sir C. P. CHAFFER, C.M.G.  
Hon. Dr. Ho Kai, M.B., C.M., C.M.G.  
Hon. Mr. R. SHEWAN.  
Hon. Mr. GERSHOM STEWART.  
Hon. Mr. WEI YUK.  
Hon. Mr. W. C. DICKSON.  
Mr. A. G. M. FLETCHER (Clerk of Councils).

MINUTES.  
The minutes of the previous meeting were read and confirmed.

## FINANCIAL.

The COLONIAL SECRETARY—I beg to lay on the table financial minutes 33 and 34, and move that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded the motion, which was carried.

## FINANCE COMMITTEE'S REPORT.

The COLONIAL SECRETARY—I beg to lay on the table a report of the proceedings of the Finance Committee at a meeting held in the Council Chamber on the 7th September, and move its adoption.

The COLONIAL TREASURER seconded the motion, which was carried.

## PAPER.

The COLONIAL SECRETARY laid on the table a paper in connection with the felling and planting of the *Pinus Massoniana* in Hongkong.

## REPORT OF THE LAW COMMITTEE.

The ATTORNEY GENERAL—I beg to bring up a report of the proceedings of the standing Law Committee at a meeting held at the Attorney-General's Chambers on the 6th September. The report is, on the whole, to authorise the construction of a tramway from Battery Path to the Peak. It is of some length and I therefore propose not to move its adoption at this meeting, but to give members an opportunity of considering it. I will, therefore, move its adoption at a subsequent meeting.

## INCREASE OF RATES.

The COLONIAL TREASURER—I beg to move the resolution standing in my name, which reads:—"Resolved that the percentage on the valuation of tenements payable as rates (in that portion of the Hill District which is defined in Section 29 Sub-section (1) (b) (as amended by Section 2 of Ordinance No. 41 of 1902) of the Rating Ordinance No. 6 of 1901 be altered from 1 1/4 per cent. to 1 3/4 per cent. with effect from the 1st of October, 1905."

The COLONIAL SECRETARY seconded the resolution.

Hon. Mr. GERSHOM STEWART—Might I ask, Your Excellency, what this advance of 2 1/4 per cent. is for, as the lighting of 100 lamps at \$3.50 per month only amounts to \$4,000 a year?

HIS EXCELLENCY—It is partly to provide for lighting, and partly to provide hydrants.

Hon. Mr. GERSHOM STEWART—Will the water supply be constant then?

HIS EXCELLENCY—is constant as it is elsewhere in the Colony.

The resolution was passed.

## NEW TERRITORIES LAND ORDINANCE.

The ATTORNEY GENERAL—I beg leave to read for the first time a Bill entitled An Ordinance to amend the New Territories Land Ordinance 1905.

HIS EXCELLENCY—This Bill was stated to be an amendment of the New Territories Land Ordinance 1905, but it is really a supplement to it. The schedules of the leases, especially for agricultural lands, in the New Territories, contain hundreds of thousands of names in Chinese and English, of addresses, of areas, most of them of a small fraction of an acre, and amounts of Crown rents, most of them of the small fraction of a dollar, and it will be readily understood that in a portion of these schedules certain errors have crept in, largely due to the illiteracy of the inhabitants in the New Territories. These errors have been brought to light on the issue of certificates of title under lease, and it is convenient that they should at the same time be corrected. This is being done and the Bill before the Council is to legalise these corrections.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

## AMENDMENT OF MERCHANT SHIPPING ORDINANCE.

The ATTORNEY GENERAL—I beg leave to move that a Bill entitled An Ordinance further to amend the Merchant Shipping Ordinance 1899, be read a second time. The note appended to the Bill dealing with the objects and reasons for the introduction clearly sets forth what these are. The system at present in force with respect to the lights necessary for junks to carry, is not workable. The Bill provides a working system. It has been found difficult under the present powers to control the traffic of small craft in the harbour and to keep the fairway as clear as it should be, and to keep crafts of all kinds from crowding up against the walls and piers. This Bill gives additional

and effective powers to the Harbour authorities to keep the fairway clear and to control the traffic of small craft. It also provides for special licences for river steamers. Under this heading it gives powers to exempt certain crafts of small tonnage, not exceeding 300 tons, from the necessity of carrying certificated masters and engineers. If the ship has a certificated master and an engineer who has a certificate of competency from the Harbour Master that will be deemed to be sufficient. In the case of small craft not exceeding 60 tons both the master and the engineer will be considered competent if they hold certificates of competency from the Harbour Master. In order to give power to make these required alterations on the existing laws, the Bill provides for the exemption of that class of vessel from the requirements of the 4th section of the Merchant Shipping Ordinance.

The COLONIAL SECRETARY seconded.

The motion was agreed to.

The Council then resolved itself into Committee to consider the Bill.

On the Council resuming.

HIS EXCELLENCY reported that the Bill had passed through Committee without amendment.

## WOMEN AND GIRLS PROTECTION ACT.

The ATTORNEY GENERAL—I beg to move the second reading of the Bill entitled An Ordinance to amend the Protection of Women and Girls Ordinance 1897. This Bill proposes to amend the present law respecting the protection of women and girls by amending that part of the law which relates to prostitution and abduction, and by raising the age, in connection with Section 4 (1) (a) and Section 26 of the present Ordinance, from 16 to 18 years. The Bill also provides for the reception, under certain circumstances, of the evidence of children under the age of seven, and for safeguarding a person's evidence when a child is required for corroboration of any material part. In introducing that provision, counsel will be following the legislation in vogue at Home.

Council then formed itself into a committee of the whole council, on the motion of the ATTORNEY GENERAL, to consider the Bill clause by clause, and on resuming,

HIS EXCELLENCY reported to the council that the Bill had passed through all its clauses without amendment.

## SUMMARY OFFENCES ORDINANCE.

The ATTORNEY GENERAL—I beg to move the second reading of the Bill entitled An Ordinance to amend the Summary Offences Ordinance 1845. This Bill is designed to give the police larger powers of abatement of the nuisance caused by solicitations for immoral purposes in certain public places. It will confer upon the police the requisite powers for abating the nuisance and removing structures in private streets introduced within the interpretation of this clause because of certain decisions of police magistrates. If the clause is passed by the council there can no longer be any doubt that a private street is a street within the meaning of the police regulations.

The COLONIAL SECRETARY seconded the motion.

Council then resolved itself into committee and considered the Bill clause by clause. On resuming the Bill was read a second time and passed without amendment.

## MAINTENANCE OF MARRIED WOMEN.

The ATTORNEY GENERAL—I beg leave to move the second reading of the Bill entitled An Ordinance relating to the Summary Jurisdiction of Magistrates in reference to married women.

This legislation follows on lines of similar legislation in England, and will be found useful here. In fact, the Ordinance is an adaptation from the English Act which gives magistrates in small cases the power of making maintenance orders against a husband who deserts his wife, or by his conduct causes her to leave him.

The COLONIAL SECRETARY seconded.

The Council then went into Committee to consider the Bill in *seriatim*.

The ATTORNEY GENERAL moved that the blank in clause 5 be filled by the insertion of \$20 which should be the limit of the wife's maintenance.

This was agreed to.

HIS EXCELLENCY—The Bill will be left in Committee. The Council stands adjourned till Thursday, 21st inst., at 2.30 p.m.

## FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the Council had risen—the Colonial Secretary presiding.

The following votes were passed.

## HARBOUR MASTER'S DEPARTMENT.

The Governor recommended the Council to vote a sum of Seven hundred and thirty-nine dollars (\$739) in aid of the vote, Harbour Master's Department—other charges, for repairs to epidemic tank *Uygeia*.

## MAGISTRACY CHARGES.

The Governor recommended the Council to vote a sum of Three hundred Dollars (\$300) in aid of the vote, Magistracy—other charges for language allowance to Mr. M. Hoosen, Hindustani Interpreter, who has passed the examination in the Chin Chan dialect.

The Finance Committee was then adjourned until Thursday next.

## THE SINGAPORE DOCKS ARBITRATION QUESTION.

EMINENT LONDON BARISTERS RETAINED.

Sir M. Hicks-Baugh, M.P., is to act as umpire in the important arbitration which is to take place shortly at Singapore, between the Government of the Straits Settlements, and the Tappan Paper Docks Company. Among the counsel engaged in the case are Lord Robert Cecil, K.C., and Mr. Ralston Brown, K.C., who left England on the 17th Aug.



## SUPREME COURT.

Thursday, 14th September.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

## A BUILDING CONTRACTOR'S FAILURE.

Ho Hang Tsun, building contractor, Chin Lung Street, attended for his examination in bankruptcy.

Debtor, in reply to the Official Receiver, said he was a contractor. He commenced business four years ago, and during that time he had contracts for building houses. His business was at first a company, but he had carried it on alone during the last two years. He commenced business with \$2,000, but he lost money on each of three contracts. He received all the money for the contracts except \$3,000 from Li Man Pan.

His Lordship—That is his asset, then?  
Mr. Wakeman—Yes. Debtor added that he had been a sleeping partner.

His Lordship—As the other man has run away he will be a sleeping partner with himself. The examination was closed.

## POLICE COURT.

Wednesday, 14th September.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

## DISORDERLY CONDUCT.

Constable Ingham proceeded against Chan Yam Kin, compadre, for creating a disturbance in the Chung Ying Theatre on Wednesday night.

The constable stated that he was called by one of the managers of the theatre to make defendant sit up, as he was in a reclining position, and occupied two seats. This was at 3.30 a.m., and on account of the moon festival the theatre was crowded. The defendant said he would please himself, and told the constable to mind his own business. Witness then took him in charge and on arrival at the Central Station he was allowed out on bail of \$15. He returned to the theatre and again misbehaved himself. Witness warned him to keep quiet, but he said he would please himself.

Defendant said he was at the theatre with some friends when some prostitutes entered and requested him to move up. He refused and the constable was called and requested him to shift. He told the constable he had no right to, as he (defendant) had engaged the seats. The constable then said he was creating a disturbance and took him up. He was admitted to bail, and returned to the theatre to look for his friends, but could not find them.

His Worship considered defendant guilty of the charge and imposed a fine of \$25, the alternative being six weeks' hard labour.

Another coolie was charged with disorderly behaviour in Possession Street.

A Chinese detective informed. His Worship that the defendant, together with a crowd of roughs, were stoning a number of women who were celebrating the festival. The defendant threw a stone, but instead of hitting one of the women, it hit witness on the chest and he arrested him.

Defendant denied throwing the stone. He said he was only passing by. He was a doctor with a European diploma, and would not think of doing such a thing.

His Worship found him guilty, and sentenced him to six weeks' hard labour, in default of payment of a fine of \$25.

## BRUTAL ASSAULT.

Three coolies were convicted of assaulting two natives in an opium house the previous night, and one was fined \$10 and 50 cents compensation, and the others \$5 and 50 cents compensation each. Apparently the men had quarrelled over money affairs.

BEFORE MR. G. N. ORME (SECOND POLICE MAGISTRATE).

## A DIFFICULTY.

Inspector Collett brought a native forward as a rogue and a vagabond, who had been put ashore from a steamer, and who had no money and no work.

His Worship thought the man should be sent home.

Inspector Collett pointed out that if these men were sent home like that they would have plenty of them at West Point.

His Worship did not consider the man was a vagabond, and Inspector Collett withdrew the case.

## MARINE MAGISTRATE'S COURT.

Thursday, 14th September.

BEFORE MR. BASIL H. TAYLOR (MARINE MAGISTRATE).

## OBSTRUCTIONS.

L. Rocha, assistant Inspector of Junks, charged Chan Kin, master of licensed roving boat No. 3,365 with obstructing the approaches to the Harbour Master's steps, in the harbour on the 18th instant.

His Worship found defendant guilty of the charge, and ordered him to pay a fine of \$5, in default 14 days' imprisonment.

Lo Fo, master of an unlicensed cargo boat, was placed before his Worship on a similar charge, and was further charged with using his boat without a licence.

Defendant pleaded guilty, stating that he did not know he was doing wrong. He was discharging cargo, and could not read.

A fine of \$3, in default seven days' imprisonment, was imposed on each charge.

## AFFORESTATION AND DEFORESTATION AT HONGKONG.

26th October, 1904.

The practical result of the agitation against the "block" system of tree-felling that was conducted in this paper, was presented in Report No. 36 of 1905 at the Legislative Council yesterday. It gives the history of the movement from the 14th September, when the Hon. Mr. R. Sheehan asked two questions about it. The most interesting letter is perhaps the following one:—

Letter from Mr. C. Ford, late Superintendent, Botanical and Afforestation Department, to the Hon. Mr. F. H. May, C.M.G., Colonial Secretary:—

My dear Mr. May—I have seen the report of the statement made in Council on September 15th in regard to the Government policy for tree-felling.

Without full knowledge of what the plan is, it is not possible to make a fair judgment on the whole, but from such information as has reached me I gather broadly that it is supposed that pine trees arrive at maturity for felling at the age of 25 years and that their felling and re-planting are necessary in order to preserve the aboriginal growth of the Colony.

I can only imagine that the Government has accepted advice to that effect, and that the prospect of immediate revenue to be obtained from the felling has had no influence in the Government's decision, but may not the prospect of revenue have had some influence in suggesting to the mind of the originator of the scheme the plan for turning trees to this account and have somewhat obscured his judgment in relation to the chief object, viz., the greatest and best return to be obtained from living trees, and that if so the Government has not obtained the best advice to which it was entitled.

In my opinion it will be many years hence before there will be necessity for beginning general felling and re-planting, and when that time does arrive it will probably be found that neither the system of "block" nor "selection" fellings are the best suited to Hongkong which will require modification of the methods of rotation felling of other places, as it required modification in the formation of plantations.

In Hongkong there are pine trees 60-70 years old in good health and condition—30 years seems the estimated age of pine trees as given to the Government as I see from the newspapers. Even if trees actually died at 50 years, general fellings need not be made when they are only 15 years old. There are other things, which operate in the renewal of plantations besides felling and planting, which should be taken into consideration. A little reflection shows that, if trees are to be felled at 25 years, there would never be any trees which had arrived at half their natural full stature and age; and those which are the largest at 27 years would most likely be these first doomed to the axe under the projected system, whereas such trees are the most vigorous as the result of growing in the most suitable environments and consequently would be the longest lived and would attain the greatest dimensions. These at least should be spared until they are upwards of 50 years old. It is time enough to renew plantations when the trees have reached their largest size, and in the case of Hongkong trees, which are only good for firewood and not timber, when they show signs of degeneration, and not as a rule under 50 years old. Until then ordinary thinning of plantations, such as has been carried out hitherto, is all that is necessary, except in some rare cases.

In regard to pecuniary questions it should be considered that one tree of 50 years old should be worth more than two at 25 years. But the difference would be lost if the trees were felled at 25 years, and besides this loss there would be on the debit side the cost of re-planting at that time in addition to the original cost of planting, so that there would be the cost of two plantings, instead of one, in 50 years, and thus the cost of production would be nearly doubled, by which the Government would be so much the loser.

I have experienced the greatest reluctance in dealing with this subject, but after a considerable interval for reflection I still feel a serious responsibility would rest upon me, if, for any reason, I neglected to communicate the results of my experience at a time when grave results might ensue from a mistake which might follow the best intentions, not the least reason of which is the criticism of the plan of my successor, for whom I have much regard, and the best way of demonstrating it is to indicate the road ahead which might be calamitous to all concerned.—Believe me, etc.,

CHARLES FORD.

The contents were communicated to Mr. S. T. Dunn, the Superintendent of the B. and A. Dept., who replied:—Mr. Ford advocates a 50-year in preference to a 25-year rotation. He says it would make the Island more beautiful and that it would be more lucrative. He says the chief object is the greatest and best return to be obtained from living trees.

In the first plea Mr. Ford is right from the point of view of wild beauty. It is, however, useless to look forward to regular plantations of large pines because only here and there is the ground good enough to produce them. In the great majority of localities the pines show a very small increase and often failure after a period varying from 10 to 30 years, the particular term being probably decided by the roots coming in contact with the solid rock.

The question of health-giving and water-conserving properties is not affected by length of rotation.

A short rotation is better where risks of fires, etc., exist.

The short rotation is more profitable. It is true that a 50 year tree is worth more than

double a 25 year tree, but it takes up the room of at least 4 of them.

For purposes of economic management it is beneficial to select a rotation that shall serve for as large a proportion of trees as possible. A 50 year rotation would only be possible on a small proportion of the Island.

It would probably be better to grow more valuable trees if a long rotation is decided upon.

On the whole, I recommend the cultivation of the pine on a 25 year rotation leaving bolts along the roads.

S. T. DUNN.

His Excellency the Governor, in view of the divergent advice, decided to ask advice from the Inspector General of Forests in India, and in the meantime ordered the wholesale tree felling to be suspended. Mr. Dunn prepared a report for submission to the Indian expert, in which it was stated that "the average tree appears to show a marked decrease of growth at about 25 years." It closed with these two paragraphs:—

"Local objects of Afforestation as affecting Rotation.—The object which the original proposer of afforestation in Hongkong had in view was undoubtedly the covering of the bare hills of the Island with verdure, at the same time eventual profit was put forward as a justification of the expenditure. Two other advantages are also spoken of: (1) water-conserving, and (2) health-giving properties. Although the area planted is small there can be no doubt that the rainfall must be slightly affected by it, and the planted ground does undoubtedly retain the rainfall for longer than bare ground. As, however, Hongkong depends mainly for its water-supply on the rapid filling of its reservoirs during the torrential rains of the summer months, and only in a minor degree on continuous mountain streams, this factor is not important and in any case would hardly affect rotation. Salubrity also is probably as well served on one rotation as another."

In the choice of a rotation then the predominant considerations before the Government would be artistic beauty and financial profit, and the two can perhaps be best combined on a rotation of 25-30 years. There can be no question that the older the trees grow the more picturesque they become: that this is recognized by the residents of Hongkong, as well as by the last Superintendent of this Department, Mr. Ford, is fully shown by their letters and writings in the local press. Considering, however, (1) that the 25-30 year-old tree is a good tree, 25-30 feet high; (2) that growth rapidly falls off after this age; and (3) that the high rate of interest on money in Hongkong and the various risks affecting the plantations, point to a low rotation, the Government is perhaps hardly justified in incurring the loss entailed by a longer one."

The expense was carefully pointed out, and the rate of interest at Hongkong given as six per cent, with the result that the expert declared that in the case of trees grown for fuel, they would grow so little between this thirtieth and fiftieth year that their retention could not be justified "at the high rate of interest in force."

Three paragraphs of the reply ran as follows:—  
"3. I should say that the period of the average felling rotation might well be fixed at 30 years, with another 5 years allowed in exceptional conditions after investigations made on the spot (by means of a bore) to prove that there is no falling off in the annual increment. The felling of the trees at 30 to 35 years would not affect the beauty of the skyline scenery. They would to the ordinary observer be as large then as they would be 20 years later though possibly more free from the picturesque contortions of disease and age."

4. But the extremely low height growth and vitality shown in the above statistics points to the absence of suitable nutrient and protection of the soil. Fires are common and there is little humus; that under the trees is collected by natives who derive their living from unauthorized removals. If protection were adequate the height and girth growth would rapidly increase. I consider that for \$1 it should be easy to protect 10 acres of plantation from fire and that it would be cheaper to provide for the poor Chinese in cash than in kind, when that kind consists of the life nutriment of the forest."

5. I see Hongkong is about 22 deg. North latitude, with an average mean temperature of 71.5 deg. and a mean rainfall of 8.61 ft. distributed over every month of the year, but in no month excessive. I would be glad to supply seed of *Pinus longifolia* and *Pinus Khasya* for trial if these have not been before attempted. It is a question for consideration whether the fellings of the existing crop should not be carried out by selection of the mature stems, the blanks caused by removal being sown or planted up so to avoid the occurrence of blank, unsightly areas which must result from clear fellings. If savings were resorted to a much denser crop than 1,000 to the acre could be assured at a cheaper rate and to the better protection of the soil. Perhaps there are local reasons forbidding this, but in any case the forest to be beautiful and valuable must be protected from fire and not robbed of nature's nutriment."

The correspondence was laid before the Executive Council by command of His Excellency the Governor, and at a Meeting held on the 24th July, 1905, it was recommended that a thirty-five years' rotation should be adopted, subject to special permission being given for felling young trees on proof of falling off in annual increment, and that "selection" felling should be substituted for "block" felling except in the areas in the neighbourhood of Tytam and Stanley known as Forest Districts 4 and 5.

A further representation was made to the Government by the Superintendent, Botanical and Afforestation Department, in the following letter dated the 10th August, 1905.

SIR—I have the honour to state that upon attempting to prepare a working plan for future

forestry operations, I find it to be impracticable to do so upon the system authorized by Council on 24th July, 1905.

The Executive Council convened on that date decided that selection felling should be adopted throughout Hongkong except in Forest Districts 4 and 5. The system applied to a 35-year rotation—that authorized on the same occasion—means that the annual number of fellings (about 10,000 trees next year) will take place over a large area, the trees being selected here and there, one in thirty-five, out of the whole crop. In the ensuing planting season on the gaps caused by the fall of these single trees would have to be found and planted with 3-6 saplings each, according to the size of the gap. These would have to be found again if watering were required, which it usually is several times before the rains commence. The amount of labour required for these operations would alone render the cost of them prohibitive. But a more serious difficulty would be encountered. The second and all subsequent selection fellings would be made in immediate proximity to rising saplings, many of which must of necessity be damaged by the fall of the adult trees. These difficulties do not arise in places where natural regeneration takes place for the ground is at all times kept stocked with saplings by nature, and the destruction of a few mature trees, as nature moreover fills the gaps caused by felling, no extra expense is caused by their diffidence. Selection felling in that case may be very desirable, but under our local conditions, no natural regeneration taking place, some modification will be necessary.

I would propose for the consideration of the Government the adoption of the "Shelterwood Strip System." In this method of felling and re-planting, narrow strips of wood are felled, the remainder being left standing to protect the saplings which are subsequently planted in the clearings. No very conspicuous gaps are made, the planting areas are easy to find, and the adult trees next the saplings can be felled away from them.

If all trees were felled at exactly 35 years old in Hongkong the plantations would be felled as they were planted, in blocks. If the selection or shelter-wood systems are adopted it is not possible to cut all trees at the right age, but mature blocks should be felled within as short a period of years as is possible without making conspicuous gaps. By cutting and re-planting judiciously, homogeneous blocks can be stratified so as to yield regular crops of adult trees.

Only 1/3 of the ground (in two narrow strips) is ever bare at the same time, i.e., 4 times 35 years; the departure from the normal rotation of 35 years is never more than 5 years and after three cycles is reduced to nothing; that is to say in the first and second cycles some trees are cut 5 years too young, some 4 years too old; in the third cycle all are cut at the best age.—I have, &c.,

S. T. DUNN.

The matter was again considered in Executive Council on the 24th August, 1905, and a resolution was passed to the effect that in view of the difficulty and expense of re-planting under the selection felling system, the "Shelterwood Strip System" of felling and re-planting should be adopted except in Forest Districts 4 and 5, where "block" felling should be continued.

## AUSTRALIA'S TRADE WITH THE EAST.

The Brisbane Daily Mail says:—A Brisbane merchant interested in Eastern trade has obligingly furnished us with particulars concerning the revised Customs tariff for the treaty ports of China comprising detailed information as to the duties levied on products affecting Australia's commerce, values being reduced from 10 to 15 per cent.

The document is compiled by Mr. Frederick Jones, the Queensland Government Commissioner of Trade. An interesting abstract of the annual foreign import trade of Shanghai accompanies the tariff. These communications indicate careful work on the part of the commissioner, and should be of great assistance to merchants interested in the Eastern trade.

The same newspaper contains an editorial on "Trade with the East," favouring and emphasizing the probability of an "open door" in Manchuria after the war, and concluding: "There should be a good opening for Queensland in the East; the average quantity annually imported before the war having totalled 70,000 tons. The figures given in our commercial page of themselves show the importance of the trade of Chinese ports, a share of which it is our duty to secure."

Australian imports hitherto is shown by the total of 250,000 worth a year of declared Customs-house values. There is a disposition, Mr. Jones assures the public, on the part of the Chinese to buy Australian products, and it may be safely assumed that equal readiness will be shown by the Japanese. And trade once established in volume with Hongkong, Shanghai, and Yokohama, will eventually extend to all Eastern ports. Especially will this be the case if a reciprocal spirit to receive Eastern goods is shown by Australia. Indeed, a one-sided shipping trade is impossible. There must be freights both ways, and merchants at each end must be spared the necessity of reuniting cash because there is a genuine trade demand for an exchange of products. Reciprocity is, in fact, the basis of mutually profitable commerce."

## LATEST STEAMER MOVEMENTS.

The M. str. *Caladenia*, with the next French mail, left Singapore on the 13th inst. at 7 p.m. for this port via Saigon.

The G. str. *Africana* is expected to leave Shanghai for Hongkong today, the 15th inst. at 9 a.m.

The L.G.M. Australian str. *Willehad* left Kobe via Moji on Tuesday at 1 p.m., and may be expected here on Monday, the 18th inst.

The M.M. cargo boat *Longor*, from Mar- seilles, left Hongkong on the 14th inst. a.m., and is expected here to-morrow morning.

The C.P.R. str. *Empress of India* arrived at Vancouver at 9.30 p.m. on Monday, the 12th September.

The S.M. str. *C.P.R. str. Athenian* arrived in New York on the 11th Sept.

The O.S.S. & C.M. str. *Jardanus* left Singapore on the 14th inst. at 6 a.m., and is due here on the 19th inst.

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## NEW AUTUMN GOODS.

HATS, TRIMMED &amp; UNTRIMMED OF THE LATEST FASHION, and Made to Order at London Retail Prices.

AMERICAN AND FRENCH SHOES, FROM \$5 PER PAIR.

READY-MADE COSTUMES.

A VERY FINE SELECTION OF CORSETS.

FANCY RUCHINGS, &amp; TRIMMINGS.

TAFETAS &amp; BROCADE SILKS LACES, CASHMERES &amp; SERGES.

DRESSES MADE ON THE SHORTEST NOTICE.

ONLY FIRST CLASS GOODS ARE STOCKED.

OUR PRICES ARE THE LOWEST IN THE COLONY.

M. GAINS,

MANAGER.

Hongkong, 11th September, 1905.

## THE C. M. S. "KWANGCHI" IN THE RECENT TYPHOON.

AN ACCOUNT BY A PASSENGER.

On the 29th of August the *Kwangchi* left Taku bound for Shanghai direct, with fine clear weather and a gentle breeze. On Wednesday afternoon we made Weihaiwei and stopped to obtain the latest weather report, which was to the effect that there was typhoon North of Formosa travelling N.W. The indications on board were not by any means bad, and it was useless remaining there for an indefinite time, so we pushed on.

The following day, Thursday, we met with a slight S.E. swell and rain. By 8 p.m. the breeze had freshened and the swell had increased but nothing to retard our progress, but by midnight we ran into a heavy sea with a good strong breeze. The vessel had now commenced to roll heavily. By 11 a.m. on Friday the ship was labouring heavily, but making good progress through a heavy sea and against a very high wind. The barometer was falling steadily and rapidly, and the indications were that the *Kwangchi* was in for as much or more than she could stand. Shortly after midday a very high crested sea struck the vessel, and before the next sea could get under her, she drove straight down into the trough of the sea, with a tremendous crash that led us, for a moment, to believe she had struck on the bottom, but this was an impossibility, as we had a few moments before obtained a sounding of 13 fathoms. She was at this time under a jib, trysail, and mizzen, with the engines driving her about 7 knots.

The jib catching her when she was on top of the sea had driven her down into the trough. She shivered from stem to stern, and the shock was so great that hanging on as we were to the bridge we were thrown down and the compass bowl was thrown out of the binnacle. On sounding the bell it was found that she had 13 fathoms of water in her fore hold. The sails were now furled and the engines rung half-speed. The vessel, being light, was thrown about like a cork necessitating our holding on good and strong.

By 4 p.m. the wind had increased to a full gale with terrific squalls at times, and the sea was a typical typhoon one, both grand and fearful to look at, the waves ranging from 20 to 30 feet in height.

Some gear in the fore hold had now got into the chains and choked the pumps, and the water in the holds was rapidly increasing, rendering work in the engine and fire rooms both difficult and dangerous, doubling the anxiety we now all felt. All hands now commenced to bawl with buckets and anything that would hold water; and the pumps were eventually got to work shortly after.

About 6.30 p.m. we were anxiously looking out for Shanghai to land to lose up, but the haze was too thick to see more than three miles.

It was now decided that the best thing to do—the wind and sea being now furious—was to anchor and wait till the light on Shanghai was visible, and by this means to "edge" the vessel out of the danger zone.

The time our oil, excepting that for the binnacle, was used up, Shanghai was observed about four miles to leeward, and an attempt was made to leave up the two anchors. One with all its chain was, however, lost and the other came up, minus its stock.

Getting the ship round was a very difficult and dangerous proceeding, and several heavy seas came on board. The little vessel, however, stood up splendidly and shook herself free; and the ports in the deck houses were, however, smashed, and the forward end of the cabins badly strained.

The barometer by now had gone down to 29, and the wind and sea were at their worst, but we made Drinkwater Light and eventually anchored off Luohian Light at 3 a.m. still blowing with typhoon force and our stockless anchor with the engines full speed ahead would not hold us, so we let go a small anchor with a 3-inch wire cable and brought up to it. The North Clam of daylight showed us two vessels at anchor, one with a bad list to port, and a great quantity of wreckage of all sorts flying down with the ebb tide.

The *Kwangchi*, although of only 304 tons, behaved splendidly, and a comparison of her injuries with those to vessels of 1,500 tons and over are as one to ten. The sea was most monstrous and at times very confused, calling for the most skilful and careful handling that the ship's captain and officers could give. The barometer when off Weihaiwei read 30.04 and dropped to 29 at midnight on Friday. The behaviour of the ship and the skilful handling of her by Captain Gordon and his officers, and the energy of her chief engineer and his staff, in keeping the water in the holds under control, are the sole reasons for the *Kwangchi* war making port.

We understood that her bottom plating was buckled by the jump she took from the crest of the wave into the trough, but fortunately no plate was cracked. — *N.C. Daily News*.

## DENTISTS.

POSITIVELY THE LATEST AMERICAN

METHODS OF

CROWN AND BRIDGES.

FILLINGS AND PLATES.

PAINLESS EXTRACTING OF TEETH.

CONSULTATION AND EXAMINATION GRATIS.

HIGH CLASS WORK.

MODERATE CHARGES.

OFFICE HOURS: 9 A.M. to 5 P.M.

DR. GUTHRIE &amp; CO.,

31, QUEEN'S ROAD,

Over WATKINS' Pharmacy.

Hongkong, 29th August, 1905. [1887]

## SPECIAL SALE

AT

ROBINSON'S

OF

PIANOS,

PIANOLAS,

MUSIC AND MUSICAL

INSTRUMENTS

OF ALL KINDS

PREVIOUS TO

REMOVAL.

The following Pianos are thoroughly sound

and reliable, and are

GUARANTEED

FOR THE CLIMATE.

Intending buyers should not miss this most

favourable opportunity of securing one of these

Great Bargains.

## UPRIGHT PIANOS

Maker. Sale Former Price. Price.

LUNAU ... .. \$150 \$475

CABIN PIANO ... .. 180 250

HOPKINSON ... .. 290 480

PEYEL ... .. 295 525

OWN MAKE (R.P. Co.) 300 450

SCHIEDMAYER ... .. 320 500

KIRKMAN ... .. 325 480

STUART ... .. 335 450

ROSENCRANZ ... .. 350 500

OWN MAKE (OVER

STRUNG) 385 500

BROADWOOD ... .. 400 600

SPAEHR ... .. 400 500

COLLARD ... .. 500 7



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent to before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Telephone Address: P. O. Box, 33. Telephone No 12.

## NEW ADVERTISEMENTS

## FOUND.

**A FOX TERRIER.**

Owner may apply to—  
FELD, BORNEMANN,  
6, Queen's Road Central.  
Hongkong, 15th September, 1905. [2126]

## TO LET.

**NO. 13, CAINE ROAD.** Seven-Roomed House, recently thoroughly repaired. Immediate possession and Moderate Rental. Apply to—  
HEAD SHROFF,  
Chartered Bank of India, Australia & China.  
Hongkong, 15th September, 1905. [2127]

## TO LET.

**SHOP in HONGKONG HOTEL** (at present used as a Bar) at the corner of Pedder Street and Des Vaux Road. Splendid position. Also SHOP No. 23 Queen's Road Central, now in the occupation of Messrs. W. BROWN & Co. Apply to—  
SECRETARY, HONGKONG HOTEL.  
Hongkong, 15th September, 1905. [2128]

**THE TRADE MARKS ORDINANCE, 1888.**

APPLICATION FOR REGISTRATION OF TRADE MARKS.

**NOTICE IS HEREBY GIVEN** that Mr. OTTO GUSTAV WOLFF, Merchant of Hamburg, Germany, has on the 15th day of July, 1905, applied for the registration in Hongkong in the Register of TRADE-MARKS of the following TRADE-MARKS:—  
"The representation of an Indian Prince sitting on a horse."  
"The representation of two cats playing together."

in the names of OTTO GUSTAV WOLFF, and HIERONYMUS RUDOLF PETERSEN, trading under the style of F. M. WOLFF, Hamburg, who claim to be the sole proprietors thereof.

The TRADE MARK No. 1 has been used by the applicant since the 8th January, 1896, in respect of the following goods:—  
SOCKS AND HOSIERY in Class 33.

The TRADE MARK No. 2 has been used by the applicant since the 8th January, 1896, in respect of the following goods:—  
PRECIOUS METALS, ETC.—including Gold and Silver Thread in Class 14. GENAPPE Corps in Class 33.

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated this 14th day of September, 1905.  
LAUTS, WEGENER & CO.,  
Agents for the Applicant.

**HAMBURG-AMERIKA LINIE.**

FOR SHANGHAI, YOKOHAMA AND KOBE.

**THE Steamship**

"ANDALUSIA."

Captain Filler, will be despatched for the above ports on SUNDAY, the 17th inst., at DAYLIGHT.

For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 15th September, 1905. [2130]

**COMPAGNIE DES MESSAGERIES MARITIMES.**

FOR SHANGHAI, KOBE AND YOKOHAMA.

**THE Company's Steamship**

"CALDONIEN."

Captain Grégori, will be despatched for above ports on or about WEDNESDAY, the 20th inst.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 14th September, 1905. [2131]

**DAMPFSCHIFFS-REDEDEREI "UNION" ACTIEN-GESELLSCHAFT.**

FOR NEW-YORK.

With Liberty to Call at the Malabar Coast.

**THE Steamship**

"ALBENGA."

Captain Petersen, will be despatched for the above port on or about 30th September.

For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 14th September, 1905. [2132]

**"BEN" LINE OF STEAMSHIPS.**

FOR LONDON AND ANTWERP.

**THE Steamship**

"BENGLOE."

Captain Bee, will be despatched as above on or about the 23rd inst.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 14th September, 1905. [2124]

**BOSTON TOWBOAT COMPANY.**

NOTICE TO CONSIGNEES.

**STEAMSHIP "LYRA,"**

FROM TACOMA, VICTORIA, YOKOHAMA, KORE, MOJI, AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

**DODWELL & CO., LD.**  
Agents.  
Hongkong, 12th September, 1905. [7]

## NEW ADVERTISEMENT

FROM HAMBURG, PENANG AND SINGAPORE.

## THE H.A.L. Steamship

"ANDALUSIA."

Captain Filler, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo, will be forwarded unless notice to the contrary be given before TO-BAY.

Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 3 P.M.

No Fire Insurance has been effected.

**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.  
Hongkong, 14th September, 1905. [2125]

## INTIMATIONS.

## HONGKONG VOLUNTEER CORPS.

## GRAND PROMENADE CONCERT,

on the

## VOLUNTEER PARADE GROUND.

(Near Tramway Station).

## TO-MORROW (SATURDAY),

SEPTEMBER 16TH, AT 9.15 P.M.

Tickets ... .. \$2 and \$1.

Tickets can be obtained at the Volunteer Head Quarters, near the Hongkong Club.

Hongkong, 14th September, 1905. [2097]

## HONGKONG CLUB.

## NOTICE.

**THE EIGHTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES OF THE HONGKONG CLUB,** payable on SATURDAY, the 30th SEPTEMBER, 1905, will be held at the Hongkong Club House, at 11 o'clock A.M. on THURSDAY, the 21st SEPTEMBER, 1905.

Bearers of Debentures are invited to attend the Drawing.

By Order,  
C. H. GRACE,  
Secretary.  
Hongkong, 14th September, 1905. [2114]

**CHEONG LEE & CO.**

FURNITURE DEALERS.

TEMPORARY STORE: 26, CONNAUGHT ROAD (At back of Messrs. Douglas Steamship Co.)

Hongkong, 14th September, 1905. [2121]

**WANTED TO EXCHANGE.**

**HALF-PLATE STAND CAMERA,** for Kodak Eastman's preferred.

Address—"CAMERA,"  
Care of "Daily Press" Office.  
Hongkong, 14th September, 1905. [2117]

**WANTED.**

**REQUIRE BY A FIRST-CLASS MERCHANTILE HOUSE** in Hongkong an Experienced Man of business to act as COMPRADO. Good references and substantial securities required.

Apply in writing to—  
Messrs. JOHNSON, STOKES & MASTER,  
8, Des Vaux Road Central.  
Hongkong, 14th September, 1905. [2050]

**NOTICE.**

**THE Undersigned invite applications for the post of COMPRADO to an old and well established Bank.** Applications to be in writing and to state qualifications and age of applicant. The highest references required.

No one need apply unless he is an experienced man of business and prepared to give substantial security.

Apply to—  
JOHNSON, STOKES & MASTER,  
Hongkong, 21st August, 1905. [1934]

**FOR SALE, VERY CHEAP.**

**"STONYHURST" and the THREE HOUSES** on Magdalen Terrace, Magazine Gap. Area about 80,000 square feet. In One Lot or Single, Portion of Purchase money to remain on Mortgage if required.

Apply to—  
AHMET RUMAHN,  
Hongkong, 13th September, 1905. [2112]

## AUCTION.

## PUBLIC AUCTION.

**THE Undersigned have received instructions to Sell by Public Auction,**

FOR ACCOUNT OF THE CONVEYED, TO-MORROW (SATURDAY),

the 16th SEPTEMBER, 1905, at 2.30 P.M., at their

SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street),

A FINE ASSORTMENT OF JAPANESE CURIOS,

Comprising—  
SATSUMA VASES, INCENSE BURNERS, BOWLS, PLATES, CLOISONNE VASES, SILK-EMBROIDERED FIRE SCREENS, SILK KIMONOS, SILK-EMBROIDERED BED COVERS, WALL HANGINGS, BRONZE and BRASS VASES, WATER COLOURS and PAINTINGS, INLAID FANES, TEA SETS, LACQUERED and PORCELAIN WARE, &c., &c., &c.

Catalogues will be issued.

The Goods will be on view from Friday, a.m.

**HUGHES & HUGHES,**  
Auctioneers.  
Hongkong, 14th September, 1905. [2122]

## PUBLIC COMPANIES

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

## NOTICE.

**THE SHARE CERTIFICATE No. 4420** for Seven Shares, numbered 39145/39151 in the above Company, standing in the name of Mr. FRANCIS KEATH ELDRIDGE, having been LOST.

**NOTICE IS HEREBY GIVEN** that a DUPLICATE CERTIFICATE for the said shares will be issued one month hence, and that the Original Certificate unless produced within that period, will thereafter be held by the Company to be null and void.

**EDWARD OSBORNE,**  
Secretary.  
Hongkong, 14th September, 1905. [2119]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**THE ORDINARY GENERAL MEETING OF SHAREHOLDERS** of the above Company will be held at the Company's Office, on SATURDAY, 23rd SEPTEMBER, at NOON, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st June, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 23rd SEPTEMBER, both days inclusive.

**DOUGLAS LARPAIK & CO.,**  
General Managers.  
Hongkong, 11th September, 1905. [2098]

## INSURANCES

## NOTICE.

**THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED,** is a Foreign British Insurance Company.

Head Office: London. Established in London in 1861.

**W. H. TRENCHARD DAVIS,**  
Branch Manager & Underwriter,  
Hongkong.  
Hongkong, 31st August, 1905. [2082]

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**

TOTAL FUNDS AT 31st DECEMBER, 1904, £17,161,299.

I. AUTHORIZED CAPITAL, £3,000,000  
SUBSCRIBED CAPITAL, 2,750,000  
PAID-UP CAPITAL, 687,500 0 0  
II. FUND, 3,001,288 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, 30th June, 1905. [1567]

**UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED**

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

**SIMONSEN & CO.,**  
13  
Hongkong, 1st January, 1904.

**AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE**

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**REUTER, BROCKELMANN & CO.,**  
Agents.  
Hongkong, 21st April, 1897. [181]

## TO LET.

## TO LET.

**AIRY and COMMODIOUS ROOMS,** including Basement, in the Ground Floor of No. 3, Des Vaux Road. Suitable for Offices or Shops.

For further particulars, apply to—  
DOBABYEE & CO.,  
King Edward Hotel.  
Hongkong, 13th September, 1905. [2113]

## TO LET.

**THE First-floor of YORK BUILDINGS** (Opposite Messrs. GAUFF & Co.) For Offices.

Apply—  
KELLY & WALSH, LD.,  
Hongkong, 4th September, 1905. [2051]

## TO LET.

**SEVEN EUROPEAN HOUSES,** late F. Blackhead & Co. and Shawan, Tomes & Co.'s Office, Ground Floor and Top Floors with Godowns can be let separately or en masse.

Apply to—  
CHUNG SHUN KO,  
First Floor, No. 10, Queen's Road Central.  
Hongkong, 18th July, 1905. [92]

## TO LET.

**SUITABLE for Offices, TWO ROOMS** in Prince's Buildings.

Apply to—  
LAUTS, WEGENER & CO.,  
Hongkong, 4th March, 1905.

## TO LET.

**WITH IMMEDIATE POSSESSION** "FOREST LODGE" Caine Road.

Apply to—  
H. N. MODY,  
Hongkong, 2nd May 1905. [1114]

## TO LET.

**NOS. 4 & 5, OBSERVATORY VILLAS, KOWLOON.** Five Rooms Houses.

Apply to—  
ARRATON V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, 13th June, 1905. [1434]

## TO LET—FURNISHED.

**"LIGONELL,"** Near Peak Tram Station. Immediate Possession.

Apply to—  
S. J. DAVID & CO.,  
Hongkong, 8th September, 1905. [2081]

## TO LET.

**NO. 4, CONDUIT ROAD (Unfurnished)** with immediate possession. Five Rooms; Healthy Situation and commanding a Full View of the Harbour. For further information apply to the present Occupier.

Hongkong, 14th September, 1905. [2118]

## TO LET

## TO LET.

**NO. 1, RIFON TERRACE.**

OFFICES in course of erection, CONNAUGHT ROAD (near ELAKE FISH).

**A BUILDING** at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 3rd August, 1905. [181]

## TO LET.

**NO. 3, MACDONNELL ROAD.**

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 20th July, 1905. [1707]

## TO LET.

**NO. 15, KNUTSFORD TERRACE, KOWLOON.**

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 6th September, 1905. [2089]

## TO LET.

**"PARKSIDE" KOWLOON,** a Six Roomed Detached House Standing in its own Grounds, facing the King's Park.

For particulars, apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 24th July, 1905. [1284]

## TO LET.

**MEIRION, No. 2, THE PEAK.**

Immediate possession.

Apply to—  
E. JONES HUGHES,  
Hongkong, 6th June, 1905. [1168]

## TO LET.

**"THE OAK" No. 33, CONDUIT ROAD,** Six Rooms House, with Tennis Court.

Apply to—  
C. F. DE CARVALHO,  
Care of H. and S. Bank.  
Hongkong, 19th August, 1905. [1820]

**SHOPS TO LET IN QUEEN'S ROAD CENTRAL.**

**HALF THE PREMISES** at present occupied by THE ROBINSON PRANO Co. Possession at an early date. And No. 25, under Hongkong Hotel. For particulars, apply to—  
W. BREWER & CO.,  
Queen's Road.  
Hongkong, 13th September, 1905. [1949]

## TO LET.

**DWELLING HOUSES** on Pedder's Hill. Immediate possession.

**A ROOM IN COLLEGE CHAMBERS.** Immediate possession.

**SPACIOUS GODOWNS,** formerly known as McGregor Barracks, fronting the Praya. 2nd FLOOR of No. 4, DES VEAUX ROAD CENTRAL, formerly occupied by the Standard Oil Co. of New York.

Apply to—  
DAVID SASSOON & CO., LD.  
Hongkong, 2nd September, 1905. [2044]

## TO LET.

**NEW EUROPEAN HOUSES** in Cameron and Des Vaux Roads, Kowloon. Electrical Fittings for Lights, &c. Possession about 1st August next.

Apply to—  
CHINA MERCHANTS STEAM NAVIGATION CO.,  
15 & 16, Connaught Road, Praya W.  
Hongkong, 19th July, 1905. [184]

## TO LET.

**NO. 11, GAGE STREET,** Eight Rooms, from 1st June, 1905.

Apply to—  
E. A. DE CARVALHO,  
14, Arbutnot Road.  
Hongkong, 13th May, 1905. [119]

## TO LET.

**GODOWN, No. 3, NEW PRAYA,** Kennedy Town.

Apply to—  
HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 28th June, 1905. [1539]

## TO LET.

**NO. 74, CAINE ROAD.**

No. 2, MACDONNELL ROAD.

Apply to—  
COMPTON'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905. [84]

## TO LET.

**SHOP and FIRST FLOOR** in MANSION BUILDING (approaching completion) next door to Messrs. KASS & Co.

Apply to—  
MACLEWEN, FRICKEL & CO.,  
Hongkong, 15th August, 1905. [1889]

## TO LET.

**HUMPHREYS' ESTATE & FINANCE CO., LD.**

Hongkong, 30th June, 1905. [1588]

## TO LET.

**HOUSES Nos. 47, 48, 49 & 50, ELGIN ROAD, KOWLOON,** Residential Flats with Sitting-Room, Bed-Room, Bath-Room, Fireplace, Gas Fittings, &c., entirely European style. Rental very moderate. Possession 1st August, 1905.

Apply to—  
CHINA MERCHANTS S. N. CO.,  
15 & 16, Praya West, Hongkong.  
Hongkong, 6th July, 1905. [2071]

## TO LET.

**TWO ROOMS** on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.

**C. H. GRACE,**  
Secretary.  
Hongkong, 1st June, 1905. [1350]

## TO LET

## TO LET ON LEASE.

**A LARGE DETACHED HOUSE,**



## MANKIND.

## AND THEIR LIVERS.

In warm climates the liver is apt to become sluggish and allow the bile to accumulate in the glands and ducts of that organ. After a time the bile is thrown into the intestines in large quantities and some of it comes back into the stomach. This usually causes severe headache, through the eyes and temples, and culminates in nausea and vomiting, which is frequently followed by a bilious diarrhoea. Such attacks come on frequently in persons subject to them and usually occasion great distress for several days. In such cases the stomach is also at fault, as its natural muscular action is diminished and the digestion impaired.

If you will use Abbey's Effervescent Salt when you have these attacks you will find immediate relief, for it will stimulate the papillary glands of the stomach and increase the contraction of its muscles from above downward. This action causes the ducts of the liver to pour out the bile, and it is carried downward by the laxative action of the salt, instead of remaining to clog up the liver and flow back into the stomach. Thus, if a person who is subject to biliousness and bilious headache, will use Abbey's Salt, the natural action of the stomach, liver and intestines will be kept up, and no bile can accumulate in the system. Without this accumulation of bile, bilious attacks cannot occur and, therefore, the claim that Abbey's Salt cures biliousness is proven on scientific basis. The dose for this disorder is one or two teaspoonfuls of the salt in a tumbler of water (not food) night and morning.

Sold in two sizes by all Chemists or Stores and by WATKINS, Limited, and A. S. WATSON, Limited, of Hongkong.

The ABBEY FRUIT SALTINE COMPANY, Limited, 144 Queen Victoria Street, London, E.C. England. (1213-3)

## NOTICE.

**THE UNDERSIGNED** having, on the 4th day of September, 1905, taken over the business of the FUK KEE CHAN, of No. 62 Prince Street, Kowloon, Washermen, NOTICE IS HEREBY GIVEN that the said business will hereafter be carried on by the undersigned under the same name, and all debts due by the former proprietor, MAK NANG, previous to the said date, are to be settled by him, and that the undersigned is not responsible for anything sent to the FUK KEE CHAN prior to the said date.

Dated the 8th day of September, 1905.

2091 U. YEUNG.

## COLD STORAGE.

**THE HONGKONG ICE COMPANY, LTD.** have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods. Wm. PALLANE, Manager.

Hongkong, 18th November, 1901.

## PURE FRESH WATER.

**THE HONGKONG STEAM WATER BOAT CO., LTD.** is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW, Manager.

Hongkong, 8th August, 1905. 1433

## BOARD AND RESIDENCE.

**MRS. GILLANDERS**

"GLENWOOD,"

27, CAINE ROAD.

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## KUROPATKIN ON JAPANESE METHODS OF WARFARE.

FROM THE "TIMES" CORRESPONDENT WITH THE HEADQUARTERS OF THE FIRST JAPANESE ARMY.

The highest praise that Kuropatkin has received comes from the Japanese. It expresses itself in their obvious delight when they heard the name of his successor. The old Russian commander had a strong hold upon the sympathies of the Japanese people because he was reputed to be opposed to the war; upon the Japanese staff because no one could appreciate as well as these past masters of the profession of arms the extent of his difficulties. Their army was made, his army he had to make in the field. Against what was, perhaps, the most thoroughly prepared force for its object in history was arrayed a force of incongruous parts whose organizer never enjoyed undisturbed authority in the execution of his plans.

It has been said that Kuropatkin was a school-master and not a field general. That may be. It was his misfortune that he had to teach his troops in face of the enemy the things which those who would win in war against a trained foe must learn in peace. Since his downfall we have had documentary proof of the pedagogic phase of his work from his own hand, which, in a sense, pathetic in its recognition of the shortcomings of the Russian troops and the efficiency of the Japanese. Before the battle of Liau-yang it seems that he issued the first of a series of letters to "officers above the rank of company commanders," with a view to correcting their errors. Two of these were picked up on the field of Mukden. The first more particularly dwells on Japanese methods of fighting, while the second, with its ten articles, consists of more definite instructions. Reading them together one has a series of texts which explain the wonder that the Japanese army has accomplished.

The Japanese never follow the valley the tells us under the head of "Hill Fighting," but with a narrow front they approach over the hills, and if possible, turn our flank. This is good practice in Manchuria, where the trend of the hills is this way and that. If they find that the line of their advance is cut or that they have to cross a creek, or a valley, they stop and wait for the coming of night. They are very quick and skilful in the use of mountain guns, which accompany their infantry and are not unexpectedly appear on our flank. On extraordinary occasions they even appear on our firing line.

I think that I know of at least one of those extraordinary occasions. For two hours one day I watched a mountain battery which was in hiding on a ridge quite in line with the Russians, who were waiting on our infantry to make its dispositions for attack. Just before we charged, the battery received its cue and raked the whole length of the Russian trench.

Of the work of his adversaries on the plain, Kuropatkin says—

Whenever there are heights the Japanese try to occupy these or any other strategic points one by one. In order to deceive us as to the object of their attack, they make demonstrations at other points with many guns and few troops. Sometimes this demonstration will continue for days and nights before they come up to their objective with their main force. Usually they attack in the night. If they gain the position, daylight finds them introuced.

By such feints and their diabolical rushes in the night the Japanese expected to take Port Arthur in August. They did get 203 Meter Hill, as we now know, and their failure to hold it meant four months more of terrible work. The method involved is as old as warfare; and not upon the idea but upon its execution depends success. The Japanese infantry, hiding in the gulches, cornfields, villages, or groves, never loses sight of the action of the guns and betrays its position by the decision to the right and the left is earnest to the point of making heavy sacrifices if need be. That is in the nature of Japanese thoroughness.

When the Japanese fight in the daytime they try to hide their combatants, and their collective bodies never appear within range of the Russians." is another statement from the General of what we had supposed to be one of the best grounded of all armies in its drill books. If there is any one thing of course, the infantry is supposed to avoid it is being caught in close order under fire. But the Russians have often had this misfortune and their teacher is thorough in his primer lesson.

During the advance (he goes on to say) troops appear here and there with big distances between them, and gradually others appear behind them, until they have collected a whole line. But if a Russian shell falls between them, they quickly scatter. At the village of Shan-lan-zu, on October 11, in the battle of the Sha-ho two or three battalions appeared, and shrapnel made them instantly disappear. Then they came up in squads of three and five, and, dashing into the *Kao-tung*, each made a bundle and then ran towards the Russians. Sometimes they seemed to be running very rapidly, and again they seemed to be taking their time, always 10 or 20 steps apart. At first we thought that they were trying to hide themselves with the *Kao-tung*. Later we found, when they stopped, that they were using the bundles as screens for making ditches. Eventually these ditches were connected into a trench, which a body of troops occupied with a rush. In this way an advance of about 300 yards was secured.

When the Japanese advance, a company or a sub-company begins development from either wing, and, thus disconcerted, they come in curves. Each unit carries a flag in order to show its position to the generals. On October 14 they attacked a redoubt occupied by the 39th Russian Regiment. When the regimental commander held up a Japanese flag the bombardment ceased.

On October 17, the 36th Hirovsky Regiment saw a very thin skirmishing line approaching. It came on at the run, and instantly the men laid down they began introucing. When they did not direct a heavy fire upon them they did not seem to mind at all. Directly they appeared they were disheartened by the result of their work, for they made another advance and began introucing again. But before this trench was completed they advanced and began digging a third time. Then a second line, also coming on by stages, completed the work which they had begun, while a third line had complete protection for its flanks between rushes. The 36th Regiment observed this work very minutely. The Japanese were most orderly; in fact they did not seem to pay any attention to the Russian fire at all.

Against such calmness and cunning and sagacity the Russians brought at Liau-yang and the Sha-ho old-fashioned shock tactics, coming on with a hurrah and the band playing. The first article of Kuropatkin's second letter deals with this.

Every possible measure (he says in these general instructions) must be taken to expose as small a target as possible to the enemy's fire, especially when we are attacking in the open. Ditches, villages, groves, heaps of earth, undulations in the ground must all be used for cover and protection. The advance must be made one by one in groups, thus gradually forming the line. I am especially solicitous lest, now that we have the full number for a war footing in

our organizations, the advance will be made as hitherto in thick lines of skirmishers; and also lest the second line may get too near to the first line, and at the same time, in too close order.

Returning to his first letter we receive from him another tribute to Japanese thoroughness in reconnaissance before an attack.

At Chan-liu-si, on October 13, we had a good opportunity to observe the methods of 20 or 30 Japanese infantry scouts. One of these, throwing aside his rifle, crept quite close to the Russian trenches and then lifted up his head and began to look around. At the same time three or four of his comrades to the rear rose up and fired at our trenches and then promptly hid. Their object evidently was to draw attention away from the man in front who was making reconnaissance for seven hours.

Under the head of "Defences" there is little for Kuropatkin to say, as the Japanese have so seldom been placed in that position. He refers to a "Special Method," which one is slow to credit.

Against counter-attacks the Japanese line sometimes divides into two parts, which take a position to the right and the left, or the line moves as a whole to one side or the other, while a second line rushes from the rear into the place it originally occupied. In this way they fire to deliver a cross-fire. On other occasions the advanced Japanese line has retreated some distance and the Russians were following up their advantage, the Japanese sprang out of the ground and caught them by surprise in an unfavorable position.

Whether or not such tactics are regulation with the Japanese I am unable to ascertain. Their practice requires the very perfection of discipline and soldierly intelligence. It is not to be borne in mind that the General's instructions got their information in a crisis too complex and too dangerous to admit of clear observation. That Russian officers should have gained such impressions is only further testimony to Japanese coolness in the most trying situations, which indicated the immunity of the task, could Russia ever collect an outnumbering army, of driving the Japanese back over the territory which they have occupied.

Kuropatkin joins with all other observers in praise of the admirable handling of their inferior guns by the Japanese artillery.

The Japanese guns (he says) rarely begin firing before ours. Their infantry advance and compel our guns to disclose their positions. Their own positions, based on careful reconnaissance, are made during the night and screened by some artificial cover. They first fire at our artillery positions, then at our reserves, and finally endeavour to interrupt our ammunition supply. When our guns subject them to heavy trench, they begin firing again at the first opportunity. The Japanese must have most precise maps, for they hit the mark with the first shot.

No, the only maps that the Japanese had of Manchuria were those made during the Chino-Japanese war, which were far from complete. The maps that they have used have been traced by the captured copies of those made by the Russian engineers before the war. But, apparently, they have used them with more intelligence than the Russians themselves.

"The acknowledged superiority of ours to the enemy's artillery must be used intelligently," Kuropatkin tells his own generals. "We should always aim to have a wide angle of fire. Economize ammunition wherever possible, always bearing in mind the difficulty of bringing it 10,000 yards." And from our side we have seen them waste it as if it were water.

He tells them that if they waste it one point of the enemy's position is allowable only when we are going to make a real attack following the bombardment. Demonstration by bombardment is of little use, as the enemy is quick to grasp the fact that it is only a demonstration. The object of artillery fire is to silence the enemy's guns; but with the guns in covered positions, as they are these days, the cessation of fire from the enemy's guns does not indicate that they are silenced. Moreover, our guns have not such precision that our shrapnel indistinct but for casualties. If you can see the enemy's troops and guns clearly from your point of observation, then you need not economize ammunition.

This showed that Kuropatkin himself at least realized how often his gunners by using indirect fire had thrown away their shrapnel with only a fancied target under its burst.

He tells his infantry that whatever is once deemed to be done must be carried out. Even if they have used all their reserves still they must not yield. "Bear in mind," he says, "that the enemy is probably in as sore straits as you." There, indeed, he laid his finger on the greatest point of Russian weakness in the earlier battles. When the Japanese was hard hit he pressed on; when the Russian was hard hit he concluded that it was time to yield. He remarks how subsidiary have been the tactics of their own initiative, have taken the necessity of the co-operation of the different commanders if we are to gain victory," he pleads.

When he indicated how thoroughly the Japanese make a demonstration in order to conceal the object of their attack, he forecasts the strategy of the battle of Mukden, in the quotation that follows he forecasts the very thing which permitted the successful application of the strategy.

Past experience shows that the Japanese use almost all of their men on the line of battle, and that they attach little importance to large reserves either of infantry or artillery. (In another place he reminds his commanders that they have invariably kept too large a reserve of artillery at the rear, which resulted in its serving no purpose in the action.) Such generalship means intensity of fire from the beginning and makes an enveloping movement the easier. But as the Japanese lack reserves, we have only to keep our own reserves intact to the end in order to win. We must use our reserves when we make a severe attack or when we deliver a counter-attack.

He did keep his reserves intact at Mukden; but, deceived as to the Japanese objective, he marched them away to the left at the time when their need at the right was about to become critical.

Finally, he has a word to say about cavalry. Our cavalry is superior in quality as well as more numerous than the enemy's. We must make the most of this advantage in the coming battle. The cavalry, of course, must co-operate with the other branches. Attacking the enemy's rear is best only when we have gained the victory. Army corps cavalry should be employed in fighting as a part of the army corps rather than as relay posts or as personal guards of commanders. Army cavalry should receive certain definite orders in every battle, according to the circumstances. Thus far, according to the circumstances, the Russian cavalry has suffered little loss. An important duty of cavalry is to destroy the enemy's cavalry. We must be able to fight on horseback.

Need one say more than that the Russian cavalry played no part in the battle of Mukden? The fierce Cossack of fiction has to be admonished after the war is a year old, that his role is that of a fighting man rather than that of a playful horseman.

In these letters to his officers we can sketch the character of Kuropatkin and the strain of these terrible months through which he has passed with his nose to the grindstone. They were not issued until the war had been four months in progress by land. It is easy to comprehend how he himself was under the illusion of the often vaunted power of Russian legions once he had gathered them in force. Failure brought its exorcism, as it always does to the easy-going. Outwitted in the hills, they assured themselves that they would make short work of the little Japanese on the plain, where Russian infantry and, more particularly, Russian cavalry had always been at home. When they fell back from Liau-yang they said that it was the fault of the *fronting*, then at its height just before harvest time, which had screened the enemy's approach. Overcome at the Sha-ho, after the *hankow* was out, they said that the Japanese had not stood cold weather. Winter came and it was their turn to be deceived. They were then the Russian people. But long before this it was home at Mukden that the army was the shell of great promises—long serving well on the diplomatic stage of Europe—without the bowels of efficiency. He saw that his officers were not grounded in the very rudiments of their profession. Then he set out to make Manchuria a school-room for cadets.

These letters say nothing which ought not to be by training second nature to those to whom they are addressed. If they would make so much of any army which reads them, he may prove worthy of his country's trust, of which the sudden, awful, and fatal test. It is the same as if the head of a bank should issue a letter to his staff to the effect that they should mind the importance of correct change, of correct additions of columns of figures, of regard for the rate of exchange when making transactions with foreign countries, of looking the doors of the vaults at night, of a certain big and keep his balance, leaving details to his chief of staff—must be taken up with pedagogic work, it is not surprising that he should lose his perspective. Kuropatkin's knowledge of the great academic principles of war is too well known to admit of doubt. Yet he disobeyed them in battle; and disobeyed them, I say, out of all civility, owing to that lack of confidence in his units which would permit him to leave little to others. He did improve his army, but not so much that the rate of improvement was scarcely more rapid than that of the enemy, which had a long start to begin with. Japanese officers and soldiers, ingrained with all the rudiments knowable in peace, learned rapidly for themselves and had, besides, that ever-increasing confidence which is an invaluable asset.

Between Kuropatkin's lines you can read the attitude of the general and of an army which have lost their sense of the offensive. Though he speaks of attack, though he realizes the military axiom which teaches him that a defensive line can be maintained only by the diversion of offensive actions, nevertheless, the very soul of his thought is defensive. When he closes his instructions with the remark that indefatigable obedience to them will meet the expectations of their great commander the Emperor and bring victory, you feel that it is a stereotyped conclusion. The more that evidence of stubborn resignation to the inevitable to be expected of an army, with all its glories in the past, instead of the army of a people whose power is looking forward to a vigorous and expanding future. From that any empire may draw the simple lesson—you may not halt, without the

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gracier carrying you away from the heights which must ever be your object. You must go ahead.

If an historical compromise for Kuropatkin were sought, I should choose McClellan, the organizer of the Union army in the American Civil War in 1861-62. He, too, could not think of the offensive, and in common with Kuropatkin, to him a well-considered retreat had the same fascination to his academic mind as a victory and a masterful retreat—the meaning to his country being, however, somewhat different. Only the mere example of a character like Wellington can enter fully into the spirit of both.

## LORD ROBERTS' WARNING.

It would be difficult to over-estimate the importance of the warning which Lord Roberts addressed yesterday to the nation in his speech at the Mansion House to the London Chamber of Commerce. It is only a few weeks since that he earnestly appealed for the means to establish a body of men from which to recruit an Army for foreign service. Nothing was more significant than Lord Roberts' comparison of the armed forces of the United Kingdom in 1805 and 1902. In the beginning of the last century, with a population of less than 17,000,000 we had nearly 800,000 men under arms. In 1902, with a population of nearly 43,000,000, the strength of our armed forces was only about 600,000. In 1802 the percentage was 9.25; in 1902 it was only 3.92. And what was our reward—the reward which always follows upon duty and self-sacrifice—for standing up against the despotism of Napoleon for freedom and liberty? A peace of nearly half a century's duration, a forty years' start in trade and industry over the entire world, resulting in a commercial supremacy which in its turn has led to the growth of a colonial Empire greater than the world has ever seen. These are some of the direct fruits of the patriotism, discipline, and sacrifices of our forefathers. Lord Roberts has the "utmost confidence" in the good sense and martial spirit of the Anglo-Saxon race, and that "they are as determined now as their forefathers were a century ago to uphold imperial interests and defend His Majesty's dominions." But they need to have the facts clearly put before them, and the necessary organization created which will enable our youths and young men to obtain the elementary knowledge of arms which is the fruit of the patriotism, discipline, and sacrifices of our forefathers. The architects of London can set themselves no more useful and patriotic task than to disseminate the requisite information on the one hand and stimulate the nation and the Government on the other. Nothing is more needed now in every class of society than discipline; and this would be provided by the training which, whether it came by way of voluntary effort or compulsory service, is necessary if the British Empire is to hold its own in the days which are to come.—Globe.

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## SHIPPING.

## ARRIVALS.

ANDAMIA, German str., 3,477 M. Filler, 13th Sept. - Hamburg and Straits 8th Sept. General - Hamburg-Amerika Linie.  
 BENLUI, British str., 2,508, James Potter, 13th Sept. - Shanghai 10th Sept. General - Gibb, Livingston & Co.  
 INDRAVELLI, British str., 3,765, S. S. Callington, 14th Sept. - China and Straits 8th Sept. General - Gibb, Livingston & Co.  
 MEMPHIS, British str., 1,359, Burch, 14th Sept. - Maj 8th September, Cal. - Shaw, Tames & Co.  
 NARSAN, British str., 1,279, A. W. Bignall, 14th Sept. - Saigon 10th Sept. General - Bradley & Co.  
 SHAOHUNG, British str., 1,307, F. D. North, 14th Sept. - Batavia 10th Sept. General - Batavia & Swire.  
 ZORASTER, British str., 2,072, J. F. B. 14th Sept. - Christmas Island 14th September, Christmas Island - Onk.

## CLEARANCES.

At the Harbour Master's Office.  
 14th September.  
 Canada, British str., for Singapore.  
 Talbot, British str., for Rangoon.  
 Shanghai, British str., for Canton.  
 Suez, British str., for Shanghai.  
 Siam, German str., for Wilhelmshaven.

## DEPARTURES.

14th September.  
 LENSEN, British str., for Hongkong.  
 CHOWTAT, German str., for Hongkong.  
 DEWONSHIRE, German str., for Hongkong.  
 HACHING, British str., for Coast Ports.  
 HACHING, British str., for Singapore.  
 RUE, French str., for Kanton.  
 KWONGKANG, British str., for Shanghai.  
 THOMA, Norwegian str., for Canton.

## SHIPPING REPORTS.

The British str. Indravelli reports: Fine weather and smooth sea.  
 The British str. Morfethshire reports: Light wind and fine weather.  
 The German str. Andamia reports: During the passage had fine weather and smooth sea.  
 The British str. Shanghai reports: Light variable wind, smooth sea and fine clear weather.  
 The British str. Zoraster reports: Light to fresh S.E. to S.W. winds and calm, fine weather throughout.

## VESSELS IN DOCK.

14th September.  
 ABERDEEN DOCKS.—Germania.  
 OVLON DOCKS.—H.M.S. Taku, Pongee, Johanna, H.M.S. Sandpiper, Catherine Apcar, Holstein.  
 COSMOPOLITAN DOCK.—Schleswig.

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 L. S. LEWIS,  
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LONDON, &c. VIA PORTS OF CALL.	SIEMA	Brit. str.	1 m.	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	On 23rd inst. at Noon.
LONDON, AMSTERDAM & ANTWERP	ANTENOR	Brit. str.	1 m.	—	—	On 26th inst.
LONDON, AMSTERDAM & ANTWERP	ALCIBIOUS	Brit. str.	1 m.	—	—	On 10th Oct.
LONDON & ANTWERP	BENGLOE	Brit. str.	1 m.	Boe	—	On 10th Oct.
LONDON, AMSTERDAM & ANTWERP	DIONED	Brit. str.	1 m.	—	—	On 10th Oct.
MARSEILLES, &c. VIA PORTS OF CALL.	ERNEST SIMONS	French str.	—	—	—	On 19th inst. at 1 p.m.
BREMEN VIA PORTS OF CALL	ROON	Ger. str.	—	—	—	On 22nd inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	—	—	On 4th Oct.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SILEZIA	Ger. str.	k.w.	—	—	On 10th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	—	—	On 18th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k.w.	—	—	On 1st Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	—	—	On 15th Nov.
TRIESTE, &c. VIA SINGAPORE, &c.	PERFIA	Ans. str.	—	—	—	On 23rd inst. p.m.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.	1 m.	—	—	On 24th Oct.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	1 m.	—	—	On 18th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SIBERIA BLANCA	Brit. str.	—	—	—	About 23rd inst.
NEW YORK VIA PORTS & SUEZ CANAL	SENECA	Brit. str.	—	—	—	About 30th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SATSUMA	Brit. str.	—	—	—	About 30th inst.
NEW YORK VIA SUEZ	ALBION	Ger. str.	k.w.	—	—	About 5th Oct.
VANCOUVER, VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	—	On 20th inst.
VANCOUVER, VIA SHANGHAI, JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	—	—	On 1st Nov.
VICTORIA (B.C.) & TACOMA VIA JAPAN	LYRA	Am. str.	—	—	—	On 1st Oct.
PORTLAND, OREGON VIA SHANGHAI, &c.	TYDEUS	Brit. str.	1 m.	—	—	On 28th inst. at Daylight
SEATTLE VIA SHANGHAI & JAPAN	NICOMEDIA	Am. str.	—	—	—	On 23rd inst. at Noon
AUSTRALIAN PORTS VIA NEW GUINEA	MINNESOTA	Am. str.	—	—	—	On 19th inst. at Noon
AUSTRALIAN PORTS VIA MANILA, &c.	WILHELM	Ger. str.	1 m.	—	—	On 23rd inst.
AUSTRALIAN PORTS VIA TIMOR	CHANGSHA	Brit. str.	—	—	—	On 4th Oct. at Noon
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	ACERLIAN	Brit. str.	—	—	—	About 15th inst.
YOKOHAMA & KOBE	SCOTIA	Brit. str.	—	—	—	On 23rd inst.
JAPAN VIA SHANGHAI	CHINOTT	Brit. str.	1 m.	—	—	Quick despatch.
TIENTSIN	TUPANAS	Dut. str.	—	—	—	On 23rd inst. at 2 p.m.
SHANGHAI, YOKOHAMA & KOBE	ESANG	Brit. str.	—	—	—	On 17th inst. at Daylight
SHANGHAI, YOKOHAMA & KOBE	ANDALUSIA	Ger. str.	—	—	—	On 18th inst.
SHANGHAI, YOKOHAMA & KOBE	SHAOHSING	Brit. str.	—	—	—	On 19th inst. p.m.
SHANGHAI, YOKOHAMA & KOBE	SILESIA	Ans. str.	—	—	—	On 19th inst. at 3 p.m.
SHANGHAI, YOKOHAMA & KOBE	CHOWSANG	Brit. str.	1 m.	—	—	On 19th inst.
SHANGHAI, YOKOHAMA & KOBE	SHAOHSING	Brit. str.	—	—	—	About 20th inst.
SHANGHAI, YOKOHAMA & KOBE	CALEDONIAN	Brit. str.	—	—	—	About 21st inst.
SHANGHAI, YOKOHAMA & KOBE	CHOWSANG	Brit. str.	—	—	—	On 23rd inst. at Noon
SHANGHAI, YOKOHAMA & KOBE	CHOWSANG	Brit. str.	—	—	—	On 24th inst. at Noon
SHANGHAI, YOKOHAMA & KOBE	CHOWSANG	Brit. str.	—	—	—	On 20th inst. at Noon
SHANGHAI, YOKOHAMA & KOBE	CHOWSANG	Brit. str.	—	—	—	To-day, at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	CHOWSANG	Brit. str.	—	—	—	To-morrow, at Noon
SHANGHAI, YOKOHAMA & KOBE	CHOWSANG	Brit. str.	—	—	—	On 19th inst.
SHANGHAI, YOKOHAMA & KOBE	CHOWSANG	Brit. str.	—	—	—	On 23rd inst. at Noon
SHANGHAI, YOKOHAMA & KOBE	CHOWSANG	Brit. str.	—	—	—	On 23rd inst.
SHANGHAI, YOKOHAMA & KOBE	CHOWSANG	Brit. str.	—	—	—	To-morrow, at 2 p.m.
SHANGHAI, YOKOHAMA & KOBE	CHOWSANG	Brit. str.	—	—	—	About 16th inst.
SHANGHAI, YOKOHAMA & KOBE	CHOWSANG	Brit. str.	—	—	—	On 19th inst. at 3 p.m.
SHANGHAI, YOKOHAMA & KOBE	CHOWSANG	Brit. str.	—	—	—	On 26th inst. at Noon

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI & INLAND  
 SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR  
 OPERATING IN CONNECTION WITH THE  
 OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NICOMEDIA"	4,370	Waggoner	September 26th, 1905
"NUMANTIA"	4,370	Feldman	October 14th, 1905
"ARABIA"	4,483	Metzenthin	November 7th, 1905

Through Bills of Lading issued to Pacific Coast Points and Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
 S. SILVERSTONE, Acting General Agent.  
 Hongkong, 30th August, 1905. [13]

## IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
 SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GULF  
 AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS  
 AND LOGGERS.

CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
 IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMSHIP	WEDNESDAY	27th September
ROON	WEDNESDAY	11th October
RIESEN	WEDNESDAY	25th October
PRINCESS ALICE	WEDNESDAY	8th November
SACHSEN	WEDNESDAY	22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December
PRINZ EITEL FRIEDRICH	WEDNESDAY	3rd January
ONEISENAU	WEDNESDAY	17th January
ROON	WEDNESDAY	31st January
PREUSSEN	WEDNESDAY	14th February
ZIETEN	WEDNESDAY	28th February

ON WEDNESDAY, the 27th day of SEPTEMBER, 1905, at Noon, the Steamship  
 "ROON," Captain G. Meiners, with MAILS, PASSENGERS, SPECIE, and  
 CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
 Shipping Orders will be granted till Noon, on MONDAY, the 25th September. Cargo and  
 Specie will be received on Board until 5 p.m., on TUESDAY, the 26th September, and Parcel  
 will be received at the Agency's Office until Noon, on TUESDAY, the 26th September.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than 35 lbs.  
 The Steamer has splendid accommodation, and carries a Doctor and Stewardess.  
 Linen can be washed on board.

NORDEUTSCHER LLOYD.

For further Particulars, apply to  
 MELCHERS & CO., AGENTS.  
 Hongkong, 11th September, 1905. [5]

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR

LONDON AND ANTWERP

VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND  
 MARSEILLES

YOKOHAMA VIA SHANGHAI

MOI AND KOBE

(Passing through the Inland Sea)

SINGAPORE, COLOMBO, PEKIN

and BOMBAY

SHANGHAI

(CHUSAN

H. W. Kenrick, R.N.R.)

LONDON, &c. (SIMLA

C. D. Goldsmith, R.N.R.)

• Calling at Penang if sufficient inducement offers.

For further Particulars, apply to  
 L. S. LEWIS,  
 Acting Superintendent.  
 Hongkong, 13th September, 1905. [1]

INDO-CHINA STEAM NAVIGATION CO.  
LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
MANILA	"YUENSANG"	—	—	Friday, 15th Sept.	4 p.m.
SANDAKAN	"MAUSANG"	—	—	Saturday, 16th Sept.	2 p.m.
SHANGHAI	"CHOUSANG"	—	—	Tuesday, 19th Sept.	3 p.m.
TIENTSIN	"ESANG"	—	—	Saturday, 23rd Sept.	2 p.m.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	—	—	Tuesday, 26th Sept.	Noon

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
 throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Labad, Tientsin, Newchwang and Yangtze  
 Ports.

† Taking Cargo on Through Bills of Lading to Labad, Tientsin, Newchwang and Yangtze  
 Ports.

For Freight or Passage, apply to  
 JARDINE, MATHESON & CO.,  
 GENERAL MANAGERS.  
 Hongkong, 14th September, 1905. [18]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
 Hongkong and Manila. Saloon midships. Electric Light. Perfect  
 Cuisine. SURGEON and STEWARDESS carried. All the most up-to-  
 date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUMI	2540	A. Nottley	Manila	Sat. 18th Sept. Noon
ZAFIRO	2540	R. Rodger	Manila	Sat. 23rd Sept. Noon

For Freight or Passage apply to  
 SHEWAN, TOMES & CO.,  
 GENERAL MANAGERS.  
 Hongkong, 11th September, 1905. [15]

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ  
 CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "SIERRA BLANCA" ... On 18th September.

S.S. "ALSTON" ... On 20th October.

For freight and further information apply to  
 SHEWAN TOMES & CO.,  
 GENERAL AGENTS  
 Hongkong, 5th September, 1905. [1004]

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
 LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the  
 LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATE

SCANDIA HAVRE, BREMEN and HAMBURG On 22nd Sept. Freight & Passengers

SILESIA HAVRE & HAMBURG On 4th Oct. Freight & Passengers

SUEVIA HAVRE, ANTWERP and HAMBURG On 10th Oct. Freight

SLAVONIA HAVRE & HAMBURG On 18th Oct. Freight & Passengers

SEGOVIA HAVRE & HAMBURG On 1st Nov. Freight

SENEGAMBIA HAVRE & HAMBURG On 15th Nov. Freight

VANDALLA NEW YORK VIA SUEZ On 5th Oct. Freight

\* Special attention of intending Passengers is drawn to the splendid accommodation of these  
 steamers. Saloon and cabin amidships. Lighted throughout by electricity. Daily qualified  
 doctors are carried.

For Further Particulars, apply to  
 HAMBURG-AMERIKA LINIE  
 HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES  
 MARITIMES.  
 FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
 SINGAPORE, BATAVIA,  
 COLOMBO, INDIA, ADEN,  
 EGYPT, MARSEILLES,  
 LONDON, HAVRE, BOR-  
 DEAUX, MEDITERRA-  
 NEAN AND BLACK SEA  
 PORTS.

THE Steamship

"ERNEST SIMONS"

Captain Alland, will be despatched for  
 MARSEILLES on TUESDAY, the 19th  
 September, at 1 p.m.

This Steamer connects at Colombo with the  
 Australian line s.s. "DUMBEA," bound for  
 Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading  
 issued for above ports.



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FOURTEENTH SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

### OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	"DIOMED"	On 14th September.	
GLASGOW AND LIVERPOOL	"DARDANUS"	On 21st September.	
GLASGOW AND LIVERPOOL	"TYDEUS"	On 28th September.	
GLASGOW AND LIVERPOOL	"CHINGWO"	On 5th October.	
GLASGOW AND LIVERPOOL	"KINTUCK"	On 12th October.	

### HOMEWARDS.

FROM	STEAMERS	TO	DATE
GENOA, MARSEILLES and LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 20th September.	
GENOA, MARSEILLES and LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 26th September.	
GENOA, MARSEILLES and LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 10th October.	
GENOA, MARSEILLES and LONDON, AMSTERDAM and ANTWERP	"AGAMEMNON"	On 20th October.	
GENOA, MARSEILLES and LONDON, AMSTERDAM and ANTWERP	"DIOMED"	On 24th October.	

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

### EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, VANCOUVER, SEAT- TLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, Kobe and YOKOHAMA.	"TYDEUS"	On 1st October.	
	"PINGSUEY"	On 1st November.	

### WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"KEEMUN"	On 30th October.	

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [9-10]

Hongkong, 15th September, 1905.

# CHINA NAVIGATION CO. LIMITED.

STEAMERS	TO	DATE
SHANGHAI	"SHAOHSING"	On 18th September.
MANILA	"TEAN"	On 19th September.
CEBU and ILOILO	"KAIFONG"	On 22nd September.
YOKOHAMA and KOBE	"CHINGTU"	On 23rd September.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	On 23rd September.
SHANGHAI	"SHAOHSING"	On 18th September.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light, Unrivaled Tables. A duly qualified  
Surgeon is carried.  
\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [11]

Hongkong, 14th September, 1905.

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,217	G. V. Williams	Sunday, September 17th
PLEIADES	3,783	F. G. Penington	Saturday, October 7th
SHAWMUT	9,606	E. V. Roberts	Saturday, October 14th
TREBANT	9,606	T. W. Garlick	Saturday, November 4th

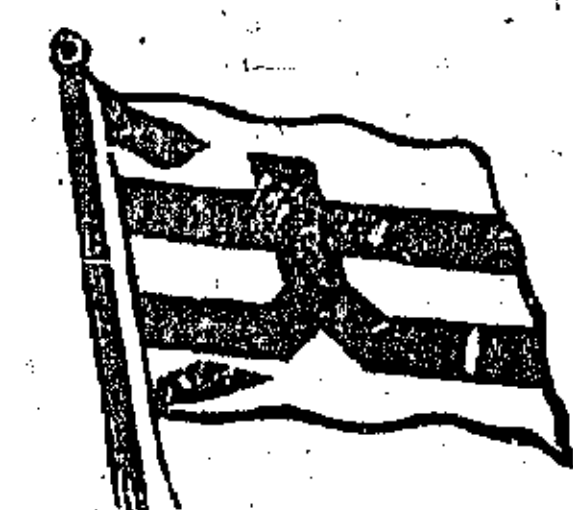
† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREBANT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information apply to—  
**DODWELL & CO., LIMITED,**  
GENERAL AGENTS. [7]

QUEEN'S BUILDINGS,  
Hongkong, 24th August, 1905.



# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
TAMSWI VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 24th Sept., at Noon.	
TAMSWI VIA SWATOW AND AMOY	"PROTEUS"	SUNDAY, 17th Sept., at 8 A.M.	
ANPING VIA SWATOW AND AMOY	"PROMISE"	WEDNESDAY, 20th Sept., at Noon.	
SHANGHAI VIA SWATOW, AMOY AND FOOSHOW	"TRIUMPH"	SATURDAY, 23rd Sept., at Noon.	

\* This Steamer has superior accommodation for First-class Passengers, and is fitted  
throughout with electric light.  
\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* For Freight, Passage, and further information, apply to the Company's local Branch Office  
at No. 8, Des Vaux Road Central.  
Hongkong, 12th September, 1905. T. ARIMA, Manager. [14]

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
"EMPEROR OF JAPAN" 6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 20th Sept.  
"EMPEROR OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 18th Oct.  
"ATHENIAN" 3,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 1st Nov.  
"EMPEROR OF INDIA" 6,000 Tons Com. E. Hoofham, R.N.R. WEDNESDAY, 15th Nov.  
"TARTAR" 4,426 Tons Com. W. Davison, R.N.R. WEDNESDAY, 29th Nov.  
Hongkong to London, 1st Class, via St. Lawrence 260. via New York 262.  
Intermediate on Steamers, }  
and 1st Class Rail, } 240. " 242.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the  
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at  
Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent  
Corner Pender Street and Praya, opposite Blake Pier

# JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAVA	Second half September	JAPAN via SHANGHAI	Second half September
TJIMAH.	JAPAN	First half October	JAVA PORTS	First half October
TJILATJAP.	JAVA	First half October	JAPAN via SHANGHAI	Second half October

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
HEAD AGENCY OF THE  
JAVA-CHINA-JAPAN LIJN.  
Alexandra Buildings, 3rd Floor.  
Hongkong, 9th September, 1905. [16]

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT).  
CALLING AT SINGAPORE, PENANG,  
CALCUTTA, COLOMBO, BOMBAY,  
ADEN, SUEZ AND PORT SAID.  
Taking Cargo at through rates to the BRAZIL,  
SOUTH AFRICA, PERSIAN GULF, RED  
SEA, BLACK SEA, LEVANT, VENICE and  
ADRIATIC PORTS.  
THE Company's Steamship

"PERSIA."  
Captain Campbell, will be despatched as above  
on SATURDAY, the 23rd inst., p.m.  
This steamer has splendid accommodation for  
passengers, electric light and carries a doctor.  
For information as to Passage and Freight  
apply to  
SANDER, WIELER & CO.,  
Agents,  
Princes Building,  
Hongkong, 6th September, 1905. [8]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through Cargo to  
ADELAIDE, NEW ZEALAND, TASMANIA,  
&c.)

## THE Steamship

### "AUSTRALIAN."

Captain McArthur, will be despatched for the  
above ports on WEDNESDAY, the 4th  
October, at Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.  
A duly qualified Surgeon and Stewards  
are carried.

N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents,  
Hongkong 18th September, 1905. [2115]

## SHIPPING IN PORT.

### STEAMERS.

BOULBON, French str., 997, Sisco, 7th Sept.  
—Saigon 3rd Sept., General.—Chinese.  
CANLIA, British str., 4,195, Owen Jones, R.N.R.,  
13th Sept.—Foonchow 10th Sept., General.  
—P. & O. S. N. Co.  
CATHERINE APGAR, British str., 1,730, A.  
Stewart, 11th Sept.—Calcutta and Singa-  
pore 5th Sept., General.—David Sassoon  
& Co., Ltd.  
CHILDA, Norwegian str., 1,102, H. Nielsen,  
22nd Aug.—Sourabaya 13th Aug., Sugar.  
—Order.  
CHOYANG, British str., 1,424, T. W. Selby,  
12th Sept.—Shanghai 8th Sept. and Swatow  
11th Sept., General.—Jardine, Matheson  
& Co.  
CLARA JEBBER, German str., 1,103, J. Bendixen,  
13th Sept.—Swatow 12th Sept., General.  
—Osaka Shosen Kaisha.  
CLAYBURN, British str., 2,134, D. Barton, 6th  
Sept.—from Salina Cruz, Ballast.—China  
Commercial S.S. Co.  
DEWENT, British str., 1,562, J. Jenkins, 6th  
Sept.—Samarang 27th August, Sugar.  
—Chinese.  
ELIZABETH RICKMERS, German str., 998, G.  
Gotsche, 12th Sept.—Bangkok 5th Sept.,  
Rice.—Butterfield & Swire.  
EMPEROR OF JAPAN, British str., 5,094, H.  
Pybus, R.N.R., 6th Sept.—Vanouwer 14th  
August and Shanghai 4th September, Mails  
and General.—C. P. R. Co.

GERMANIA, German str., 1,714, J. Peterson,  
13th Sept.—Hankow 12th Sept., General.  
—Johnson & Co.  
HANOI, French str., 739, P. N. Merles, 12th  
Sept.—Hankow 11th Sept., Catilla, Pigs and  
General.—A. R. Marty.  
HERMANN MEYER, German str., 1,664, W.  
Hansen, 11th August.—Chefoo 6th Aug.,  
Beans.—Chinese.  
HOHNSTERN, German str., 1,275, H. Hauer, 18th  
Sept.—Moji 7th Sept., Coals.—Mitsui  
Bussan Kaisha.  
HOLSTEIN, German steamer, 983, A. Nijhar,  
8th Sept.—Tientsin 31st Aug., Coals.  
—Johnson & Co.  
HOPKINS, British str., 1,350, J. M. Hay, 10th  
Sept.—Probinging 1st Sept., Sugar.  
Jardine, Matheson & Co.  
J. B. AUG. KESSELS, Dutch str., 3,108, Vander  
Biosse, 9th Sept.—Pulo Sambo 2nd Sept.,  
Bulk Petroleum.—Meyer & Co.  
JOHANN, German str., 952, H. Hauer, 7th Sept.  
—Bangkok 31st Aug., Rice.—Johnson & Co.  
KOHLSCHLAG, German str., 1,292, C. Gossowich,  
8th Sept.—Bangkok 2nd Sept., Rice and  
Meal.—Butterfield & Swire.  
KOWLOON, German str., 1,495, H. Stehr, 20th  
Aug.—Bangkok 14th Aug., General.—  
Siemssen & Co.  
KWANGLEE, Chinese str., 1,468, R. Lincohn,  
12th September.—Shanghai 9th September,  
General.—C. M. S. N. Co.  
KWANGTUNG, Chinese str., 1,535, Wm. H. Lunt,  
9th Sept.—Shanghai 5th Sept., General.  
—C. M. S. N. Co.  
LANSHAN, German str., 2,300, Sperling, 7th  
Aug.—Saigon 2nd August, Ballast.—  
Johnson & Co.  
LYRA, American str., 4,417, Gao, V. Williams,  
11th Sept.—Manila 9th Sept., Hemp and  
General.—Dodwell & Co.  
MACBANG, British str., 1,644, R. Houghton,  
4th Sept.—Samarang 22nd Aug., Rubber  
and General.—Jardine, Matheson & Co.  
OSCAR II, Norwegian str., 2,000, R. Olson, 30th  
Aug.—Moji 25th Aug., Coal.—Mitsui  
Bussan Kaisha.  
PHEA NANG, German steamer, 1,021, F. v.  
Mangsdorff, 12th Sept.—Kobe 12th Sept.,  
6th September, Rice.—Butterfield & Swire.  
PONARE, German str., 125, H. Martens, 6th  
Sept.—Ponape 13th Aug.—German Consul.  
POSHAN, German str., 1,750, Leucke, 24th  
July.—Saigon 20th July, General.—Johnson  
& Co.  
PROBING, Norwegian str., 1,641, M. G. Steen,  
21st Aug.—Sourabaya and Probinging 9th  
Aug., Sugar.—Order.  
PROTEUS, Norwegian str., 1,024, N. C. Krabbe,  
13th Sept.—Tientsin, Amoy and Swatow  
12th Sept., General.—Osaka Shosen Kaisha.  
RUEI, British str., 1,619, A. H. Noddy, 11th  
Sept.—Manila 9th Sept., Hemp.—Sheehan,  
Tomes & Co.  
SCHNEIDER, German str., 783, G. Schlicker,  
7th Sept.—Chefoo 1st Sept., General.—  
Johnson & Co.  
SINERIA, American str., 5,655, J. Tremaine,  
Smith, 12th Sept.—San Francisco 16th  
August, Mails, Flour and General.—P. M.  
S. S. Co.  
SOCOTRA, British str., 3,896, W. R. F. Hicky,  
13th Sept.—London 6th August, General.  
—P. & O. S. N. Co.  
SUNAMBA, German str., 584, H. Winne, 24th  
August.—Singapore 17th August, General.  
—Norddeutscher Lloyd.  
THOLMA, Norwegian str., 1,187, T. Jager, 2th  
Sept.—Wakamatsu 6th September, Coals.  
—Mitsui Bussan Kaisha.  
YUENSANG, British str., 1,128, P. H. Rolfe, 11th  
Sept.—Manila 8th September, General.—  
Jardine, Matheson & Co.

SALE OF VESSELS.  
CONDREMER, British ship, 1,680, L. G. Dixon,  
5th September.—New York via M-honour  
14th June, Kerosene Oil.—Standard Oil Co.  
EQUADOR, German 4-m. barque, 2,193, O. Dick-  
mann, 2nd Sept.—New York 19th May,  
Paraffin.—Order.  
LAWHILL, British 4-m. barque, 2,749, J. C.  
Jarvis, 3rd June.—New York 27th Jan.,  
Case Oil.—Standard Oil Co.

## ON SALE.

BOUND VOLUMES OF THE HONGKONG  
WEEKLY PRESS, January to June  
1905. With Index. Price 75c.  
On sale at the Hongkong Daily Press Office  
Hongkong 17th July, 1905.

# HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,  
3,000 h.p., Com. R. M. Harbord, Weihaiwei.  
Andromeda, cruiser, 12,500 tons, 16 guns, 1,550  
h.p., Capt. Nelson Ommannoy, Weihaiwei.  
Arcturion, torpedo boat destroyer, 550 tons, 6 guns,  
7,000 h.p., Lieut.-Comdr. R. Henniker  
Heaton, Weihaiwei.  
Astraea, 2nd class cruiser, 4,360 tons, 10 guns,  
7,000 h.p., Captain Lionel G. Tufnell,  
Shanghai.  
Bonaventure, 2nd class cruiser, 4,360 tons, 10  
guns, 7,000 h.p., Capt. H. H. Torlesse,  
Weihaiwei.  
Cadmus, British sloop, 1,070 tons, Capt. H. da  
Cruz Lacerda, Yangtze.  
Clio, British sloop, 1,070 tons, Captain H. D.  
Wilkin, D.S.G. Yangtze.  
Dne, torpedo boat destroyer, 550 tons, Lieut.  
Comdr. H. E. Sulzra, R.N., Shanghai.  
Diadem, 1st class cruiser, 11,000 tons, 16 guns,  
10,500 h.p., Capt. H. W. Scurry, Weihaiwei.  
Erce, torpedo boat destroyer, 550 tons, Lieut.  
Comdr. R. H. Bather, Weihaiwei.  
Elctric, torpedo boat destroyer, 550 tons, Lieut.  
Comdr. Loria, Weihaiwei.  
Ere, torpedo boat destroyer, 550 tons, Comdr.  
A. F. Everett, Shanghai.  
Fame, torpedo boat destroyer, 360 tons, 6 guns,  
5,700 h.p., Lieut.-Comdr. Stevenson,  
Weihaiwei.  
Hurdy, torpedo boat destroyer, 360 tons, 6 guns,  
4,000 h.p., Lieut.-Comdr. Cox, Weihaiwei.  
Hart, torpedo boat destroyer, 280 tons, 6 guns,  
4,000 h.p., Lieut.-Comdr. Richards, Hong-  
kong.  
Hecla, special torpedo vessel, 6,100 tons, 2400  
h.p., Capt. E. F. R. Charlton, Weihaiwei.  
Hogue, cruiser, 12,000 tons, 14 guns, 21,000 h.p.,  
Captain Shortland, Weihaiwei.  
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns,  
7,000 h.p., Capt. Parcuwer, Amoy.  
Ichen, torpedo boat destroyer, 550 tons, Lieut.  
Comdr. C. Seymour, Weihaiwei.  
Janus, torpedo boat destroyer, 290 tons, 6 guns,  
3,900 h.p., Lt.-Comdr. Darvall, Hongkong.  
Kinshu, river gunboat, 331 tons, Lieut.-Com.  
E. V. F. E. Dugmore, on Yangtze.  
Moorehen, river gunboat, 180 tons, 2 guns.  
Lieut.-Comdr. F. B. Noble, West River.  
Otter, torpedo boat destroyer, 350 tons, 6 guns,  
6,200 h.p., Lt.-Comdr. Kiddle, Weihaiwei.  
Rambler, surveying-ship, 588 tons, Comdr.  
Chas. E. Moore, Buenos  
Robins, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut.-Comdr. Vaughan, West River.  
Sandpiper, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut.-Comdr. H. T. Ailly, Hongkong.  
Sirius, 2nd class cruiser, 3,600 tons, 6 guns, 5,300  
h.p., Capt. C. H. H. Moore, Singapore.  
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,  
Lieut.-Comdr. Ernest W. G. Davidson, on  
Yangtze.  
Sutlej, 1st class cruiser, 12,000 tons, 14 guns,  
21,000 h.p., Captain Wm. L. Grant,  
on route Weihaiwei.  
Tamar, receiving ship, 4,300 tons, 6 guns,  
Commodore C. G. Dickson, at Hongkong.  
Teal, river gunboat, 180 tons, 2 guns, Lieut.  
Comdr. Secretan, on Yangtze.  
Vizag, torpedo boat destroyer, 360 tons, 6 guns,  
6,300 h.p., Lieut.-Comdr. J. A. Gregory  
Weihaiwei.  
Waterwitch, surveying ship, 620 tons, 450 h.p.,  
Comdr. A. W. Glennie, surveying.  
Whiting, torpedo boat destroyer, 390 tons, 6  
guns, 5,900 h.p., Lieut.-Comdr. C. E. L.  
Thomas, Weihaiwei.  
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p.,  
Lt.-Comdr. G. R. Spicer-Simson, Yangtze.  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut.-Comdr. Hugh Somerville, Yangtze.  
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut.-Comdr. J. F. Knox, Yangtze.

# VISITORS AT HOTELS.

## HONGKONG HOTELS.

Mr. H. G. Battiscombe Mr. D. G. Holt  
Lieut. H. F. Bell, R.N. Eng. Capt. Hurst, R.N.  
Mr. & Mrs. J. E. Bing- Mrs. I. I. Bolton,  
ham and child a children and maid  
Mr. E. J. Birbeck Mr. G. H. Jones  
Mr. S. Blaney Mr. & Mrs. Evan Jones  
Mr. W. S. Bussell Mr. A. R. Kor  
Mr. Boushelli Mr. A. L. Laing  
Mr. E. A. Bonner Mr. H. J. C. Largo  
Mr. C. Bishop Major Lawless  
Mr. L. Broughall Mr. A. K. Lewis  
Mr. & Mrs. W. C. Mr. L. S. Lewis  
Baner Mr. D. Macdonald  
Mr. W. B. Carter Mr. O. Marriott  
Mr. H. P. Chalkley Mr. T. P. McLean  
Mr. W. N. Chandler Mr. F. J. Miller  
Hon. Dr. Francis Clark Mr. & Mrs. E. M. Moon  
Mr. T. Clark Mr. W. B. Moore  
Mr. M. O. Clark Mr. A. Morrison  
Mr. T. W. Clark Mr. A. G. Newington  
Eng. Lt. and Mrs. H. I. Mr. J. C. O'Leary  
Mr. & Mrs. Conroy Mr. E. L. Packer  
Mr. J. Coulthart Mr. W. Parfitt  
Mr. A. Cruickshank Mrs. E. O'Farrell  
Mr. G. Cunningham Mr. W. Penke  
Mr. F. O. Davies Mr. and Mrs. T. L.  
Capt. & Mrs. J. Douglas Perkins  
Mr. & Mrs. W. A. Dr. L. R. Powell  
Dowley Mr. J. S. Reach & child  
Mr. T. C. Downing Mr. L. Roebuck  
Mr. H. Fletcher Mr. J. F. Salvadori  
Mr. J. G. Friedman Mr. and Mrs. J. Gray  
Dr. J. de la Haye Mr. & Mrs. J. Scott  
Mr. C. Glover Mr. A. J. Skinn  
Mr. W. G. Grant Mr. A. L. Stein  
Dr. F. Grove Mr. A. H. Utley  
Mrs. F. Grove Mr. E. P. Hamersley  
Mrs. E. P. Hamersley Mr. A. W. Whitlow  
Mr. F. H. Harrie Mr. & Mrs. T. Wright  
Lieut. F. Harrell, U.S.A. Mrs. F. P. de Camb

## KING EDWARD HOTEL.

Mr. A. W. Bain Mr. H. L. Lason  
Miss J. E. Coleman Mr. E. R. Lindsay  
Mr. T. Davison Mr. F. J. Marquis  
Mr. A. A. Fothergill Mrs. Maud H. Miller  
Mr. Charles Frankel Mr. E. J. Moss  
Comdr. Gilmour, U.S.A. Mr. R. Obervimmer  
Mr. J. Watt Jamieson Mr. T. O'Sullivan  
Mrs. J. W. Jamieson Mr. K. Tonami  
Capt. H. Krebs Mr. W. Ukon

## CONNAUGHT HOTEL.

Mr. F. E. Adams Mr. J. E. Joseph  
Mr. & Mrs. Alberg Mr. E. J. Macenzie  
Mr. B. J. Barlow Mr. F. J. Marquis  
Mr. Dr. Bradley Mrs. Maud H. Miller  
Mrs. F. Bradley Mr. E. J. Moss  
Mr. A. J. Brown Mr. R. Obervimmer  
Mrs. Drow Mr. T. O'Sullivan  
Mr. E. P. E. Esquima Mr. & Mrs. T. Wright  
Mr. and Mrs. H. Eyre Mr. A. W. Whitlow  
Mr. R. M. Eschler Mr. & Mrs. T. Wright  
Mr. A. J. Goudwin Mr. & Mrs. T. Wright  
Mrs. B. Gray Mr. & Mrs. T. Wright  
Mr. H. W. Heads Mr. & Mrs. T. Wright  
Mrs. A. A. Holmsworth Mr. & Mrs. T. Wright  
Mrs. C. W. Jack Mr. & Mrs. T. Wright  
Mr. H. M. Joseph children

## CARLTON HOUSE.

Mr. Ainslie Mr. Mason  
Capt. Anderson, R.A. Mr. A. McCloy  
Mr. Roger J. Andap Mr. U. Osborn  
Mr. A. E. Blanco Mrs. G. Osborn  
Mr. B. Boyce Mr. & Mrs. Parker and  
Mr. J. Cruickshank child  
Mr. Walter Daniel Mr. Fugh  
Mr. L. T. Delaney Mr. F. S. Rayner  
Mr. A. H. Douglas Mr. M. Ribot  
Mr. B. Engel Mr. G. Morton Smith  
Mr. A. Fletcher Miss Squares  
Miss M. Glavin Mr. O. Stanger  
Miss M. Hayes Mr. & Mrs. Whitmore  
Mr. A. Holgaum Mr. & Mrs. Williams  
Mr. E. Kohnmoss  
Mr. Alex. J. Lugobil

# MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I., A.B.C., and Engineering Code Used

## NEW DOCK NOW OPEN.

DOCK No. 3.	722 feet.
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## POST OFFICE NOTICES.

The *Calcutta*, with the French mail of the 18th August left Singapore on Wednesday, the 13th inst., at 7 p.m., and may be expected here on or about Wednesday, the 20th inst. This packet brings replies to letters despatched from Hongkong on July 15th.

Mails for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. Sunday the mail for Canton is closed at 8 a.m. On Mails for NANTAO, SANDUE, \*KUMOHU, \*SAMSUI, \*WUCHOW and \*CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m. \*No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR	PER	DATE
Hollow and Haiphong	Hollow	Friday, 15th, 8.00 A.M.
Singapore, Penang and C. China	Canton	Friday, 15th, 11.00 A.M.
Manila	Manila	Friday, 15th, 1.15 P.M.
Kobe, Yokohama, Victoria, B.C. and Tacoma Wash.	Yokohama	Friday, 15th, 3.00 P.M.
Samarang and Surabaya	Samarang	Saturday, 16th, 11.00 A.M.
Sandakan	Sandakan	Saturday, 16th, 1.00 P.M.
Macao	Macao	Saturday, 16th, 1.15 P.M.
Samarang and Surabaya	Samarang	Saturday, 16th, 4.00 P.M.
Swatow, Amoy and Tamsui	Swatow	Saturday, 16th, 5.00 P.M.
Shanghai, Yokohama and Kobe	Shanghai	Saturday, 16th, 1.15 P.M.
Macao	Macao	Monday, 18th, 3.00 P.M.
Shanghai, Sydney, Hobart, Newcastle, New Zealand, Melbourne, Adelaide and Perth.	Shanghai	Tuesday, 19th, 10.00 A.M.

EUROPE, S.O. INDIA VIA TUTICORIN. (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao, Singapore, Penang and Calcutta. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.). (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Macao, Shanghai, Kobe and Yokohama. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

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## JOINT STOCK SHARES.

Hongkong, 14th September.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100.
Hongkong & Shanghai	\$125	\$895.
National B. of China	25	\$35, buyers
Bank of China	125	\$14.75
China Light & Power Co.	\$10	\$10.
China Provident	\$10	\$10.
Cotton Mills	Ths. 50	Ths. 52, buyers
International	Ths. 75	Ths. 75, buyers
Laun Kung Mow	Ths. 100	Ths. 100, buyers
Soyeche	Ths. 200	Ths. 200, buyers
Dairy Farm	20	\$17, buyers
Decks and Wharves	Ths. 100	Ths. 100.
Farnham, B. & Co.	\$50	\$100, sales & buy.
H. & K. Wharf & G.	\$50	\$100, sales & buy.
New Amoy Dock	\$10	\$10, buyers
Shanghai & H. Wharf	Ths. 100	Ths. 100, buyers
Fenwick & Co. Geo.	\$25	\$25.
G. Island Cement	\$10	\$10, buyers
Hongkong & C. Gas	\$10	\$10, buyers
Hongkong Electric	\$10	\$10, buyers
Do. New	\$10	\$10, buyers
H. H. L. "Manways"	\$100	\$100, buyers
Hongkong Ice Co.	\$25	\$25, buyers
Hongkong Rope Co.	\$50	\$102.
H. K. S. Waterboat	\$10	\$14, sales & sellers
Insurance	\$100	\$100, buyers
China Fire	\$20	\$20, buyers
China Traders	\$25	\$25, buyers
Hongkong Fire	\$50	\$50, buyers
North China	\$25	\$25, buyers
Union	\$100	\$100, buyers
Yantai	\$60	\$172.
Land and Building	\$100	\$100, sales
Hongkong Land Inv.	\$100	\$100, sales & sol.
Humphrey's Estate	\$10	\$10, sales & sol.
Kowloon Land & B.	\$40	\$40.
Shanghai Land	Ths. 50	Ths. 122.
West Point Building	\$50	\$55.
Mining	Fcs. 250	\$400.
Charbonnages	\$10	\$10, buyers
Kauba	\$10	\$10, buyers
Philippine Co.	\$10	\$10, buyers
Refineries	\$100	\$100, buyers
China Sugar	\$100	\$100, buyers
Laun Sugar	\$100	\$100, buyers
Steamship Companies	\$25	\$25, buyers
China and Amoy	\$50	\$50, buyers
Hongkong Steamship	\$10	\$10, buyers
H. K. S. S. N. Co.	\$10	\$10, buyers
Shell Transport Co.	\$10	\$10, buyers
Do. Petroleum	\$10	\$10, buyers
Star Ferry	\$10	\$10, buyers
Do. New	\$10	\$10, buyers
Shanghai & H. Post	\$10	\$10, buyers
South China M. Post	\$10	\$10, buyers
Steam Laundry Co.	\$10	\$10, buyers
Do. New	\$10	\$10, buyers
Stores & Dispensaries	\$10	\$10, buyers
Campbell, M. & Co.	\$10	\$10, buyers
Powell & Co. Wm.	\$10	\$10, buyers
Watkins	\$10	\$10, buyers
Watson & Co. A. S.	\$10	\$10, buyers
United Asbestos	\$10	\$10, buyers
Do. Foundries	\$10	\$10, buyers

## VERNON &amp; SMITH, Brokers.

## HONGKONG TIDE TABLE.

From 15th to the 21st September.

To correct Zone Time add 23 min. and 18 sec.

High Water.	Low Water.
Mean Time.	Mean Time.
15th 11.00	15th 11.00
16th 10.15	16th 10.15
17th 9.30	17th 9.30
18th 8.45	18th 8.45
19th 7.60	19th 7.60
20th 6.75	20th 6.75
21st 5.90	21st 5.90

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, 14th September.

Previous Day at 4 p.m.	On Date at 4 p.m.	On Date at 4 p.m.
Barometer 29.80	29.87	29.75
Temperature 85	85	85
Humidity 65	76	68
Wind Direction WSW	NW	SSW
Force 1	1	1
Weather b	c	c
Rain		
Highest open air Temperature on 13th 88	88	88
Lowest open air Temperature on 13th 76	76	76
Barometer 9 A.M. 29.86 Therm. (Wetbulb) 1 P.M. 79	Barometer 4 P.M. 29.75 Therm. (Wetbulb) 4 P.M. 84	Thermom. 1 P.M. 84 Therm. Minimum over Thermom. 4 P.M. 84 night 83

## WHITE HORSE CELLAR WHISKY

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PRIME OF PER CASE

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## NOTICES TO CONSIGNEES.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "BAYERN"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 6 o'clock

this afternoon.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 18th September will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on Monday, the 18th September, at

9.30 A.M.

All Claims must reach us before the 23rd

September, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undersigned.

NORDEUTSCHER LLOYD,

MEICHERS &amp; CO.,

Agents,

Hongkong, 12th September, 1905. [5]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Limited,

whence and/or from the wharves delivery may be

obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 3 P.M.

To-day.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods undelivered

after the 18th inst. will be subject to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the

23rd inst., or they will not be recognised.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 18th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO.,

Agents,

Hongkong, 11th September, 1905. [2106]

## "MOGL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## FROM ANTWERP, LONDON AND

LIVERPOOL.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Limited,

whence and/or from the wharves delivery may be

obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 3 P.M.

To-day.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods undelivered

after the 18th inst. will be subject to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 22nd

inst., or they will not be recognised.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 18th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL &amp; CO., LIMITED,

Agents,

Hongkong, 14th September, 1905. [2105]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "SOCOTRA"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUZ and STRAITS.

Consignees of Cargo by the above-named

steamer are hereby informed that their goods are

being landed and placed at their risk in the

Godowns of the Hongkong and Kowloon Wharf and

Godown Company, Limited, whence and/or from the

wharves delivery may be obtained as soon as the

Goods are landed.

Optional Cargo will be forwarded unless

notice to the contrary be given before 10 A.M.

To-morrow.

Goods not cleared by the 20th inst. at 4 P.M.

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the God-

owns for examination by the Consignees and the

Company's representatives at an appointed

hour. All Claims must be presented within

ten days of the steamer's arrival here after

which date they cannot be recognised. No

Claims will be admitted after the goods have

left the Godowns.

L. S. LEWIS,

Acting Superintendent,

Hongkong, 13th September, 1905. [1]

## NATAL LINE OF STEAMERS.

## THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue "THROUGH BILLS OF

LADING" for all the principal ports in

SOUTH AFRICA, in connection with the

NATAL STEAMSHIP CO.'S fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPT. PORTS every fortnight

For Freight and further particulars, s-

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DODWELL &amp; CO., LIMITED.

General Agents for China and Japan

Hongkong, 4th August, 1898

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Hongkong, 4th October, 1903.

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBO